

86-23

H13 ESCAMBIA
LAUNCHING
APRIL 25-1943
NAVY

### Marinship Wor

#### Crowd of 25,000 See First Tanker Launched In S.F. Bay in 21 Years

And a good time was had by all That about tells the story of the launching of our first tanker, the S. S. Escambia on Easter Sunday,

A crowd estimated at 25,000 representing the families of workers turned out en masse, a fine tribute by our workers, and a testimonial of good will to the management who sent every worker a personal invitation to bring the family. It was really a get-together party for Marinship workers, many of whom spent an hour before and after showing the family the various points of interest in the yard.

The handling of this enormous crowd was incidently exceptionally fine. Not a rumble of discontent, no crowding, no scuffling, no confusion whatever. Congrats to our Plant Protection. They deserve to be commended

The christening of our latest tanker was made by Mrs. Lorraine Cooper, wife of a shipfitter journeyman, Joe Cooper, and her matron of honor was Mrs. Helen Vargas, wife of welder foreman Joe Vargas. Al Gracey, superintendent of the Hull Division, was master of ceremonies with Lawson Linder, Hull Construction Engineer, representing workers and being the speaker of the day.

The turnout of our workers together with their families, however, was the highlight of a most interesting day. It proved that Our Gang really are ship-building conscious, proud not only of their families but of their work and surroundings as well

The launching of the first oceangoing tanker at Marinship was the first tanker christened in the San Francisco bay waters in 21 years.

Launching ships of this calibre is too likely to be more or less of an incident from now on, for we have 21 more to launch for 1943 and 36 others to launch in 1944. All in all Marinship has a contract for 58 tankers.

One of the nicest compliments paid Marinship comes from the U. S. Navy who have taken the first nine tankers we are building, choosing to name them after Indian Rivers.

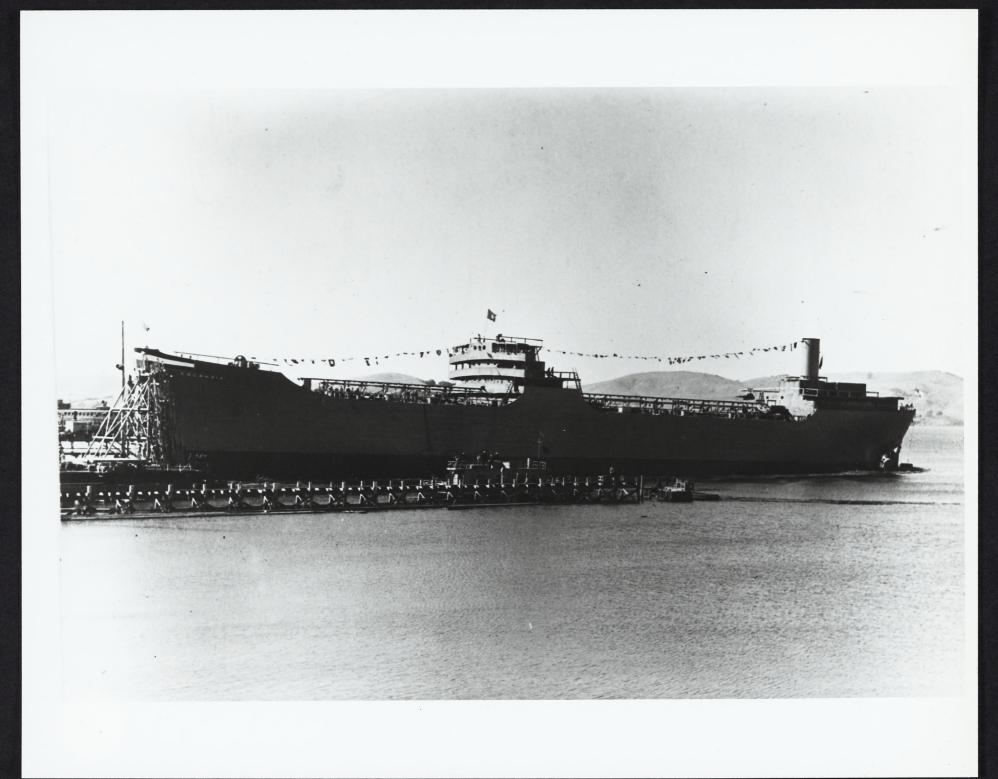
"Tankers are tough ships to build—especially your first tanker, as any of the boys will tell you," said Al Gracey. Hull Super in his remarks.

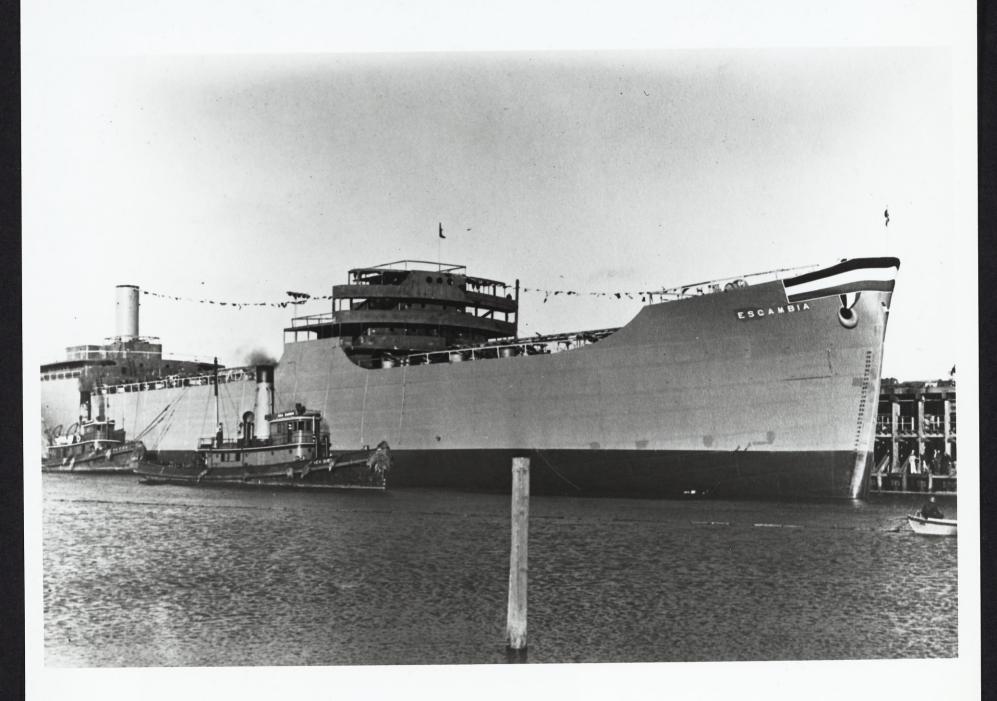
"But we have built this ship carefully and well. The boys of Way 6 have done a fine job. We are proud of them just as they are proud of this ship, Escambia."

Lawson Linde, in his address of the day, said:

"Every person at Marinship, wherever he works and whatever job he does, has helped to build the Escambia.

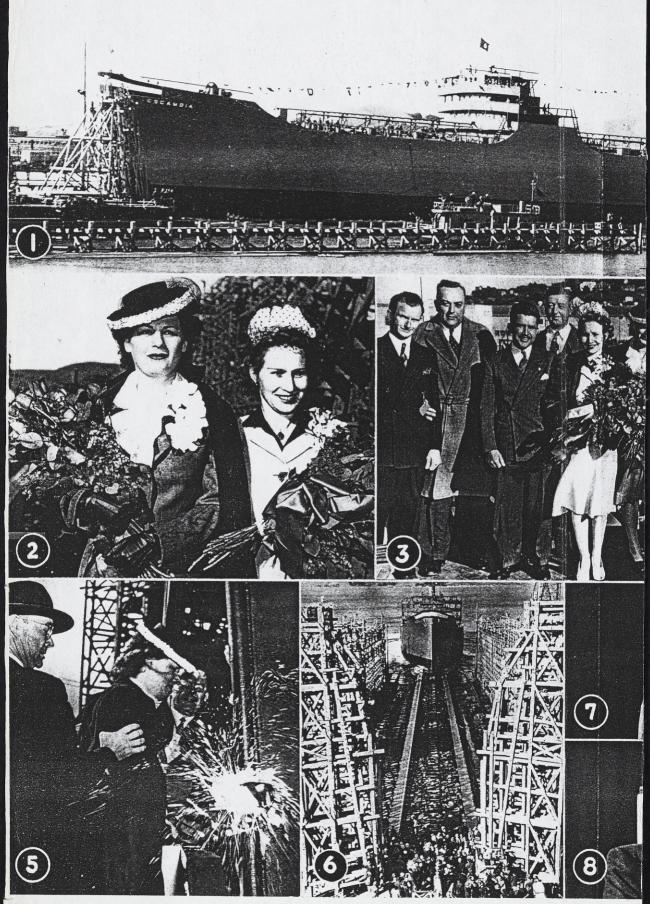
"Uncle Sam has given us two tanker orders, one for 22 ships in 1943 and another for 36 in 1944. This proves two things: that Uncle Sam likes our work and wants us to keep at it."





#13 ESCAMBIA LAUNCHED FIRIL 25-1943 NAVY # 6

# ers Celebrate "Easter Parade" With Launching of S.S.



I—The S. S. Escambia as she looked as she was about to get her feet "thoroughly wet." What a beauty she is, eh, Gang!

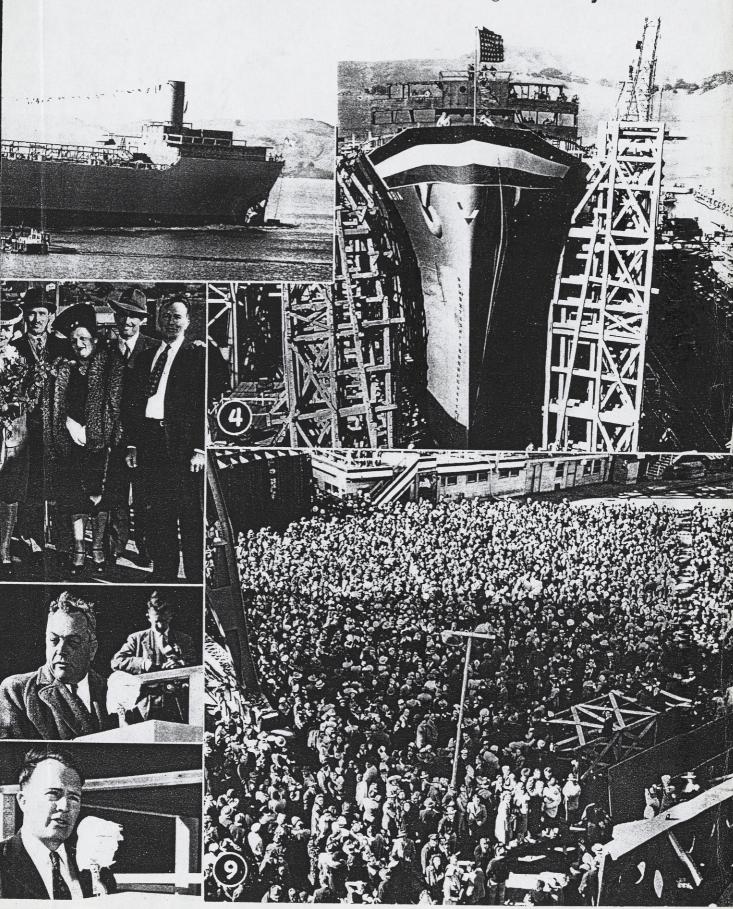
2—The sponsor and matron of honor, left to right, Mrs. Joe Cooper and Mrs. Joe Vacgos, nifty looking, eh?

3-Members of the launching party includ-3—Members of the launching party included, left to right, Chuck Rhodes, day shift super on Way 6; Al Gracey, Soup of Hull Division; J. D. Vargas, welder foreman; Don Lind, Hull soup on Way 6; Mrs. Vargas, Matron of Honor; Mrs. Cooper, Sponsor; Rabbi E. M. Burstein; Mrs. J. Weiss, m sponsor; Joe Cooper, shipfitter; Linde, Hull construction engineer. —The bow of the S. S. Escambia

Victory Emblem.

5-The sponsor smashing the che

# Escambia, the First Tanker of an Order Calling for Fifty-Seven More



other of Lawson

with its

mpagne

with Bob Adams, Director of Employee Relations and Russell Fox, the guy who tells the sponsor when to spoil the champagne.

6—At the end of the trail down the Way we see our beautiful S. S. Escambia. Ain't it

grand?

7—Al Gracey, the Master of Ceremonies, a rough, tough old codger but plenty good and plenty smart.

8-Lawson Linde, Hull Construction Engineer and principal speaker of day. He represented the entire yard and did a swell job. 9—A birdseye view of how our geng and their families celebrated Easter. It was really an Easter Parade of 25,000. Our plant protection did an exceptionally fine job and colicing the yard and crowd, they deserve a lot of credit and save credit and cash.



#80 Escombia Marinship
1943

U.S. Surrender fleet sailed into
Sagame Bay on Aug 27th, 1945

with this great armanda with
8 Marin Ship-Oilers #80 Escombia

#81 Kenntargo #83 Mas cambia

#85 Pamanset #87 Sebec #88 Jomahawk

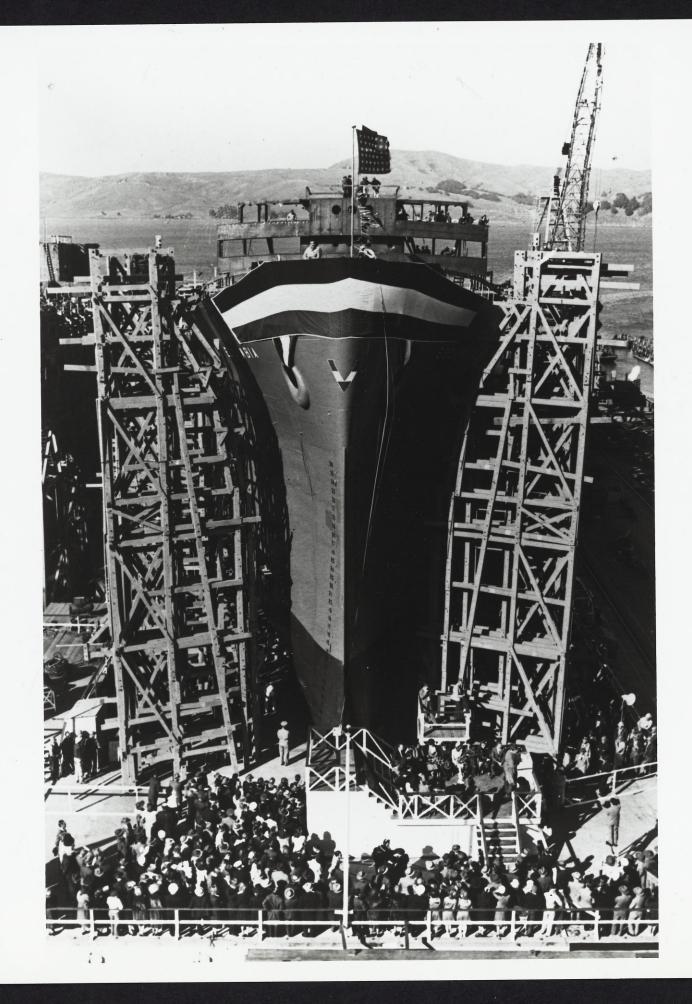
#95 Camey #96 Jamalpiss

86-75-9

USS Escambia AU-80

99823

\$6-25 \$9





USS Cahaba Ao-82

95880

HIS CAHABA EXLACKAWAPEN LAUNCHING DELIVERY NAV MAY 19-1943 AUGIST1943 201 DAYS

86-25-11 #11



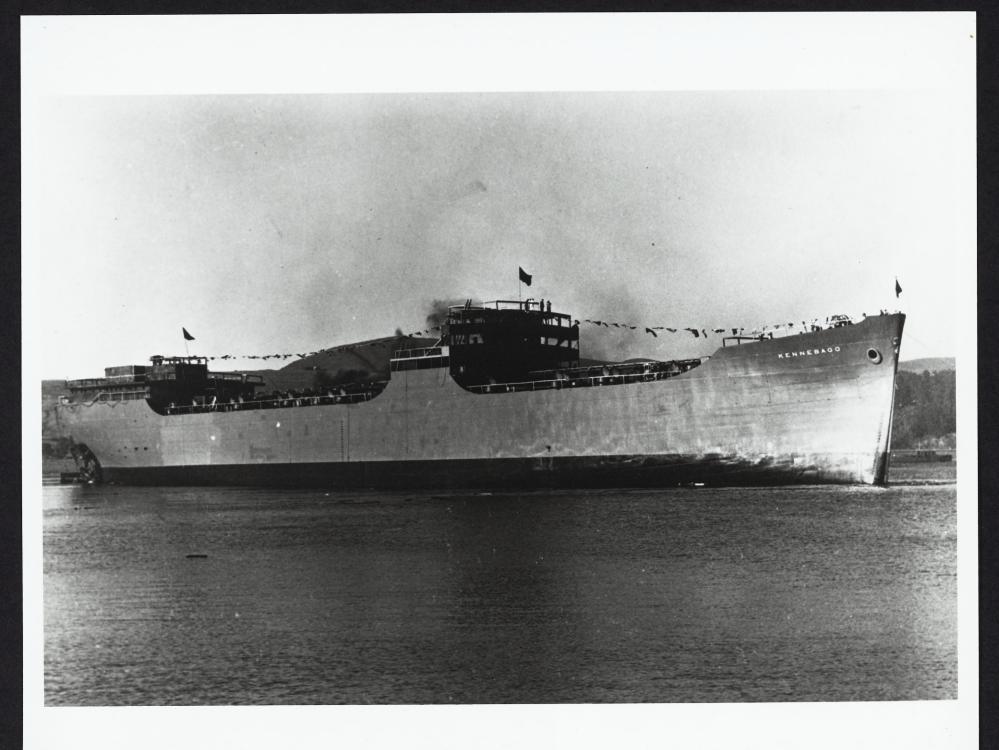
#82 FORMERLY U.S.S. CAHABA NAVY

86-25 \$ 12 A



S.S. LACKAWAPEN, Launched by Marinship, May 19, 1943

also see 86-25-10 same ship



HI4 KENNETBAGO NAVY
LAUNCHING DELIVERY
MAY 9-1943 JULY 30 1943
202 DAYS



#81 Henbargo
NENNEBAGO

Merinship
1943

U.S. Surrender fleet sailed into
Sag ami Bay on Aug 27th 1945

with this great armanda with
8 Marin Ship-Citers #80 Excombia

#81 Kennturgo #83 Mascambia

#85 Pamanset #87 Selec #88 Jomahawk

#95 Camey #96 Jamakpies 26-25-14

Kennebago

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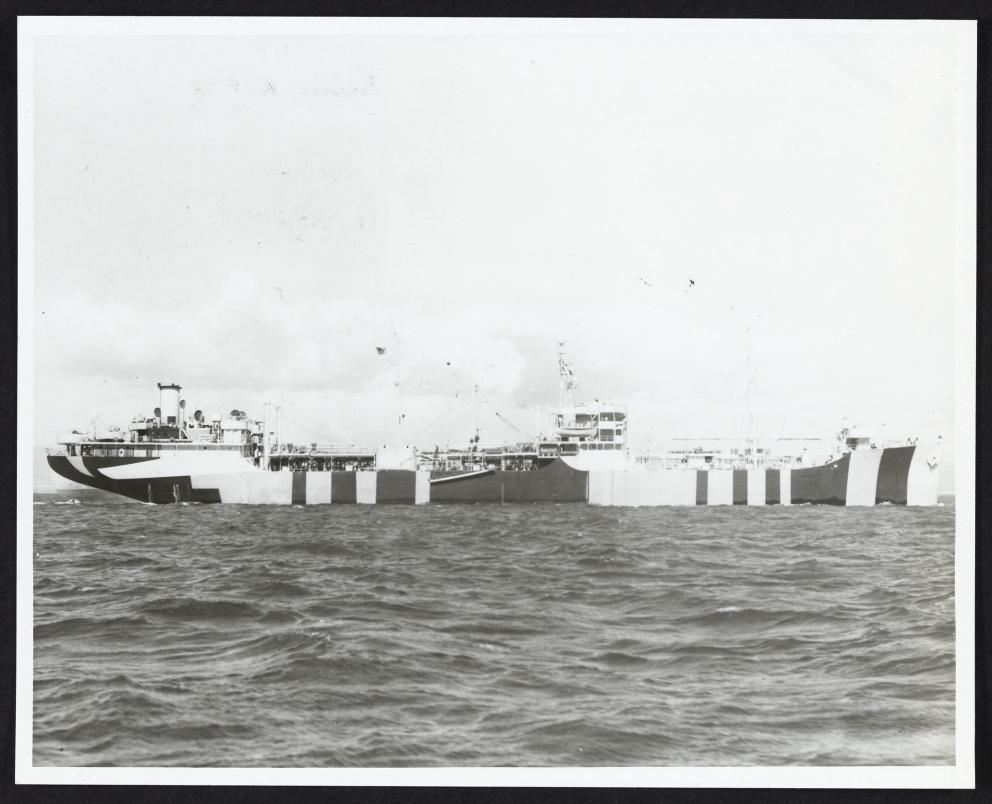
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86-25 - 14 #14



HIGMASCOMA NAVY
LAUCHING DEVELERY
MAY 31-1943 SEPT 18-1943
230-DAYS

86-25 #15



#83 Mascambia Marinship
1943

29.5. Surrender fleet sailed into
Sagame Bay on Aug 27th 1945

with this great armanda with

8 Marin Ship-Oilers #80 Excombia

#81 Kennturgo #83 Mascambia

#85 Famanset #87 Selec #88 Jomahawk

#95 Cancy #96 Jamalpias

96-25-16

Mascoma

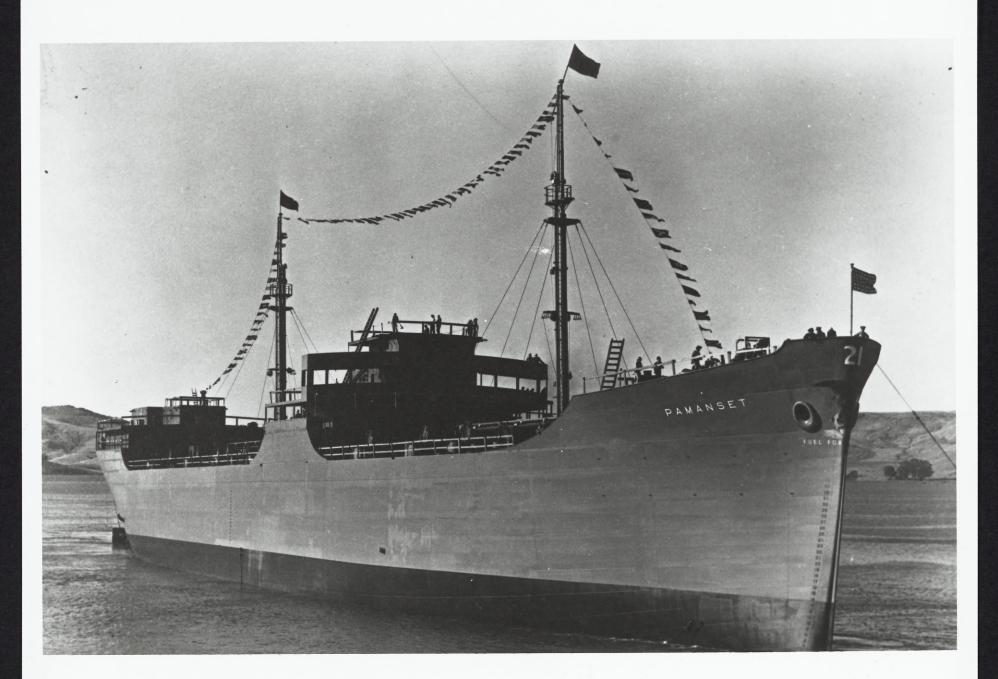
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86-25-16

# 16

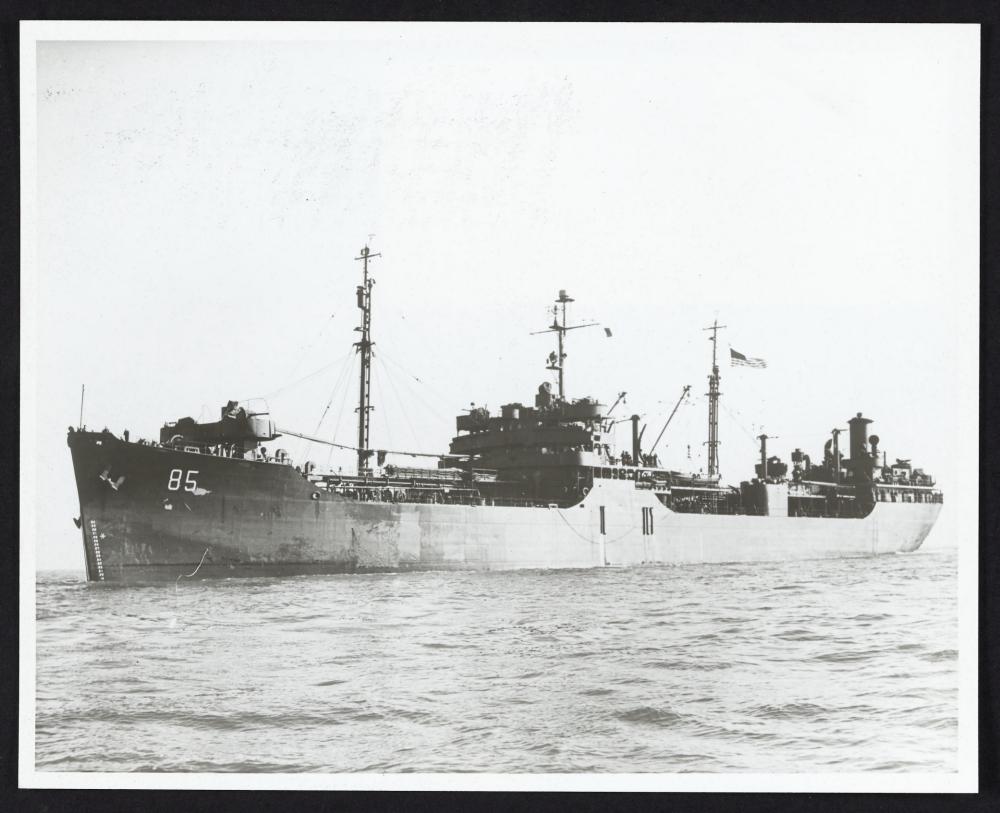
86-25



#21 PAMANSET LOUNCHING JUNE 25-1943

NAYY DELIVERY NOV 10-1943 225 DAYS

86-25 # 17



#85 Pamanset Marinskip
1943

U.S. Surrender fleet sailed into
Sagami Bay on Aug 27th 1945

with this great armanda with
8 Marin Ship-Oilers #80 Excombra

#81 Kennturgo #83 Mascambia

#85 Pamanset #87 Schee #88 Jomahawk

#95 Camey #96 Jamalpias 26-25 18

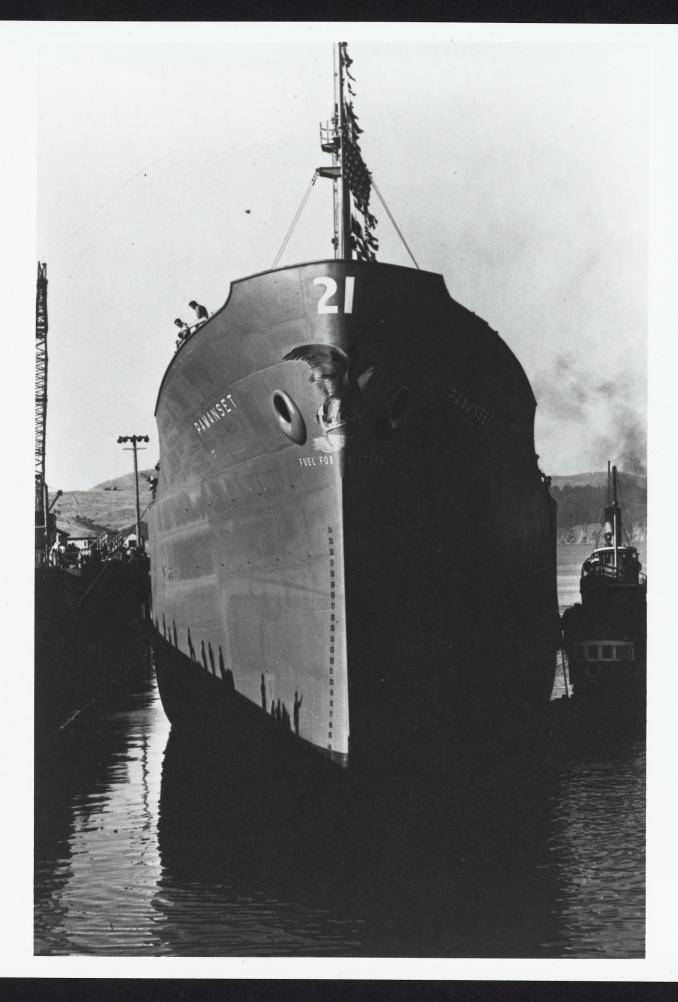
Pamanset

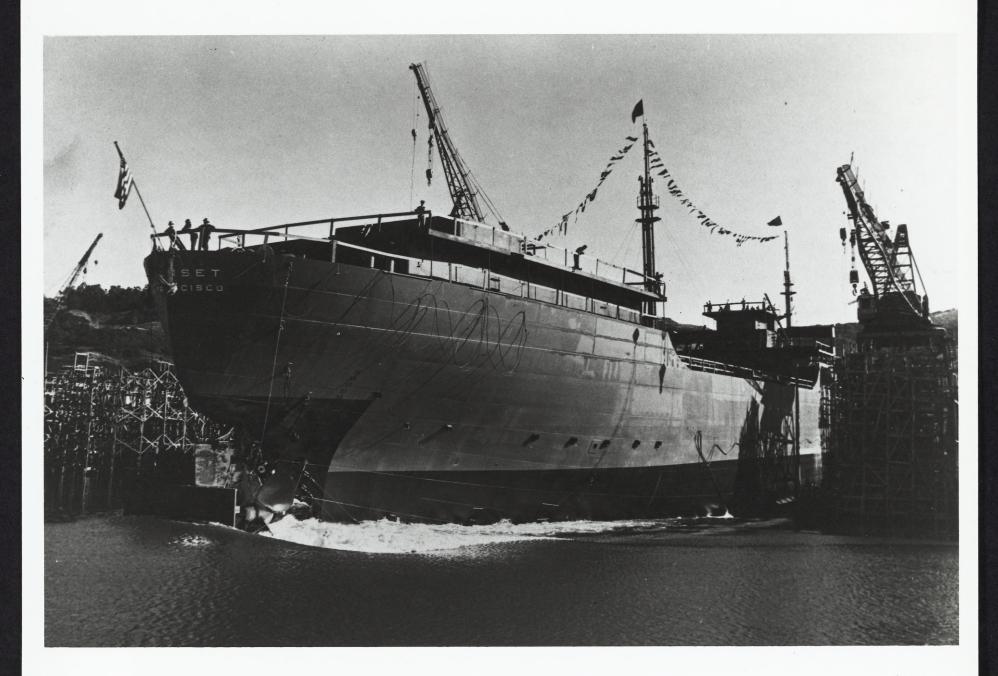
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86-25

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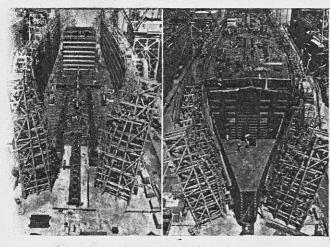
#212.55 PAMAN SET

LAUNCHED DELIVERY

JUNE 25-43 NOV10-1943

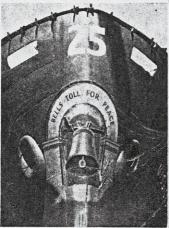
223 DAYS

## Management and Labor Built the "Purisima"

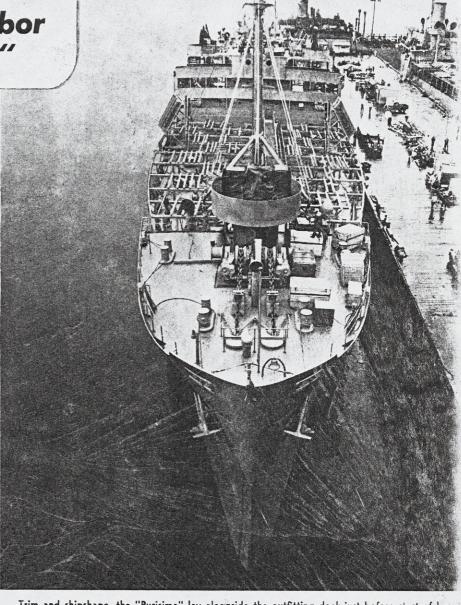




The hull was complete and many suffitting operations were under way by the seventy-first day.

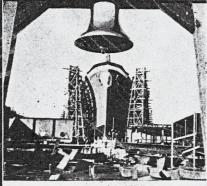


First Mission tanker, the bow of the "S. S. Mission Purisime" told a story of Bells of Peace.

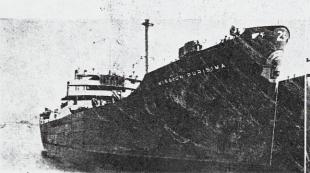


Trim and shipshape, the "Purisima" lay alongside the outfitting dock just before start of bay Outside she was a sleek, smooth-lined vessel; inside she was a fully-equipped city with all refine of a modern vessel. She was a ship that every man and woman in the yard could well be pro-







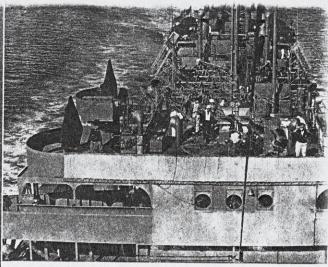




86-25 #21



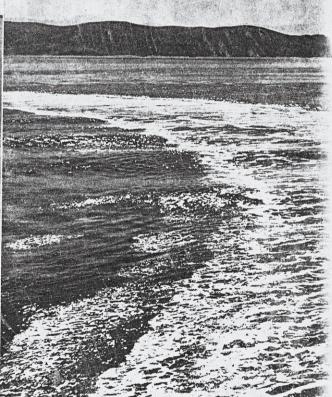
rine McLean polishes up the name plate. Only here does the ship's name All other identification had been painted out to assure wartime safety.



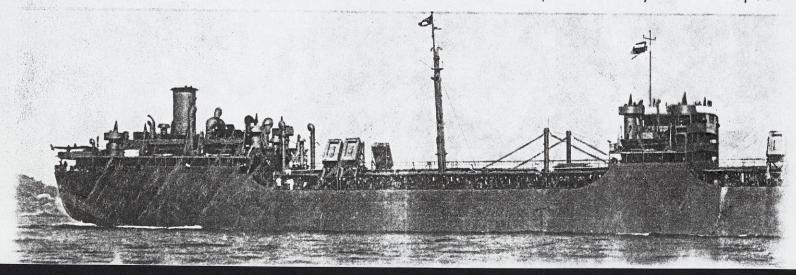
This is a view of the ship from the top of mast, looking past the midship deckhouse to the stern and to the

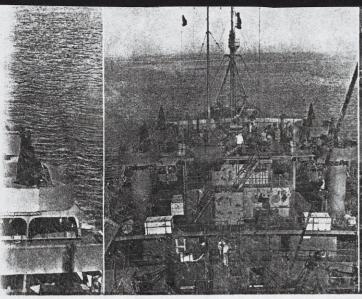


Keith waves at the retreating Marinship shore. (Below) Side view of "Purisima" at full [censored] speed—no finer, more seaworthy ship was ever built anywhere.

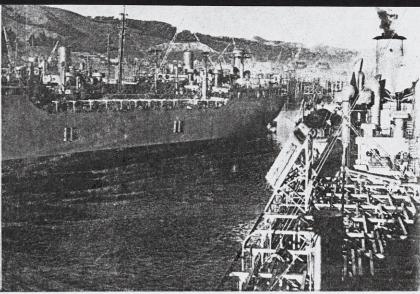


Serious purpose of the trial runs was to make certain that the ship could stand every sea hazard. This picture

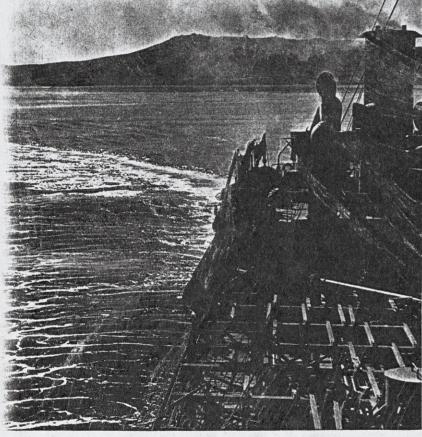




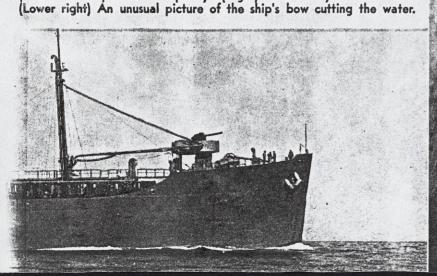
This picture from the mast shows the forward deckhouse and the ship's bow. wake trailing behind.



On the morning of November 5 the "S. S. Mission Purisima" first pulled from dock under her own power. Behind are the shipyard and her dockma

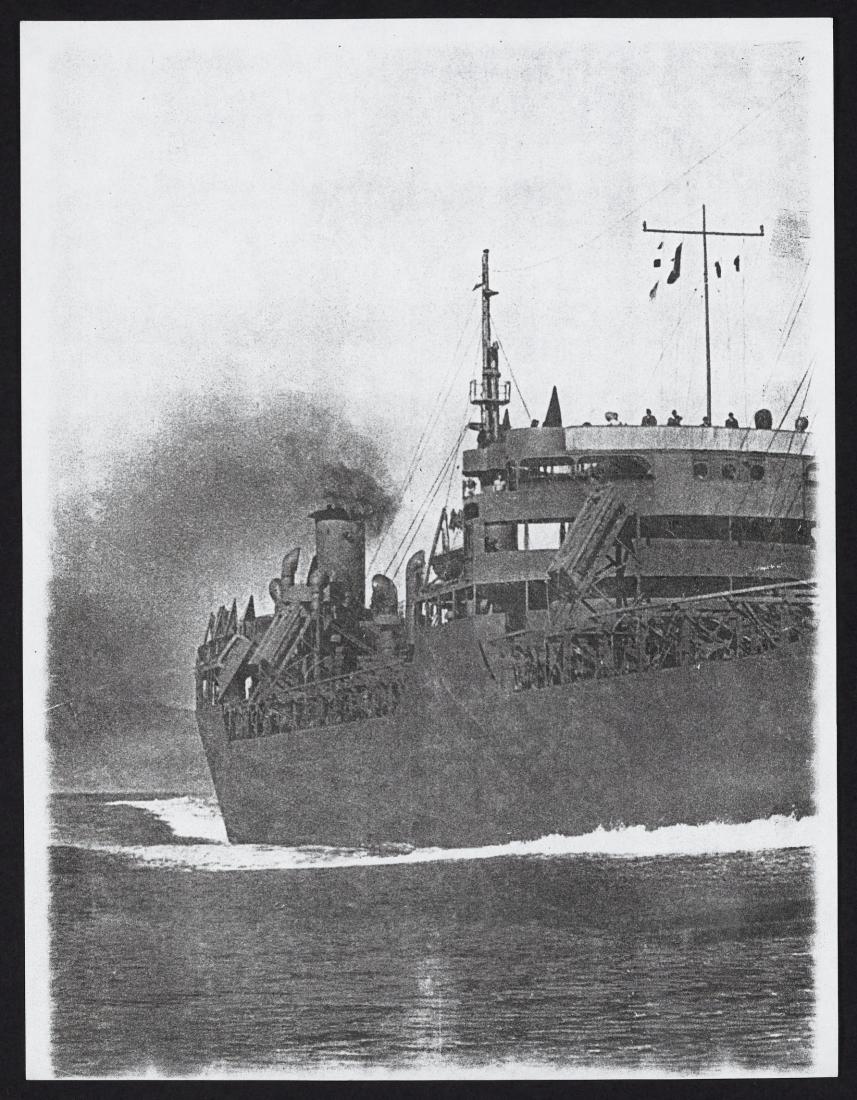


proves the ship can turn quickly. (Right) "Old Glory" at the stern. (Lower right) An unusual picture of the ship's bow cutting the water.

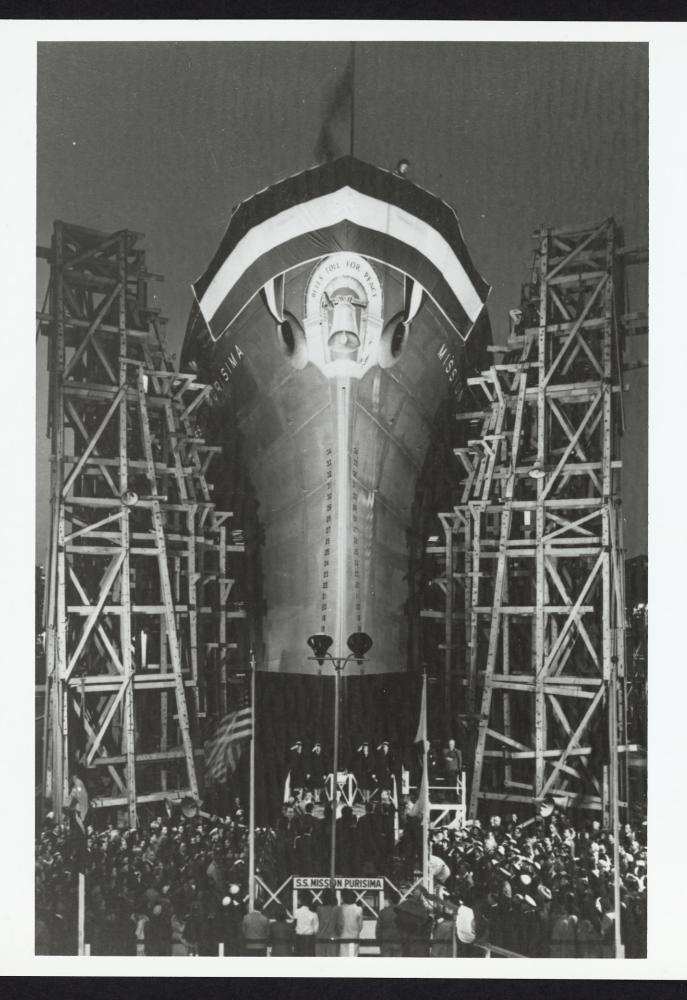








**NOVEMBER 13, 1943** SOUVENIR TRIAL RUN ISSUE TRIAL RUN. Tankers were given two trial runs. The first was the Builder's, the second was the Official Trial for USMC acceptance, when every vessel was put through its paces at sea. This picture -one of Marinship's proudest-is of the Mission Purisima proceeding at full speed on her very successful Official Trial. This ship was the first tanker to be completed at Marinship and the first to undergo trials there.



HYS MISSION PORISIMA

DAYS 166

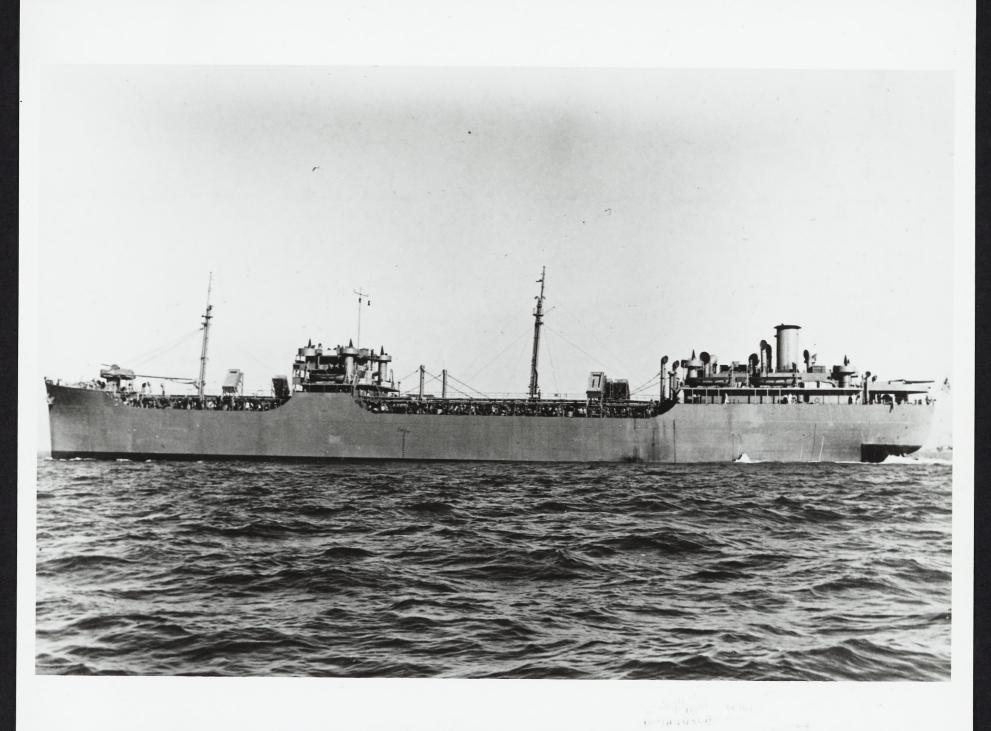
LAUNCHED COM PLETED

THUG 10-43 NOV 23-43

86-25 # 25

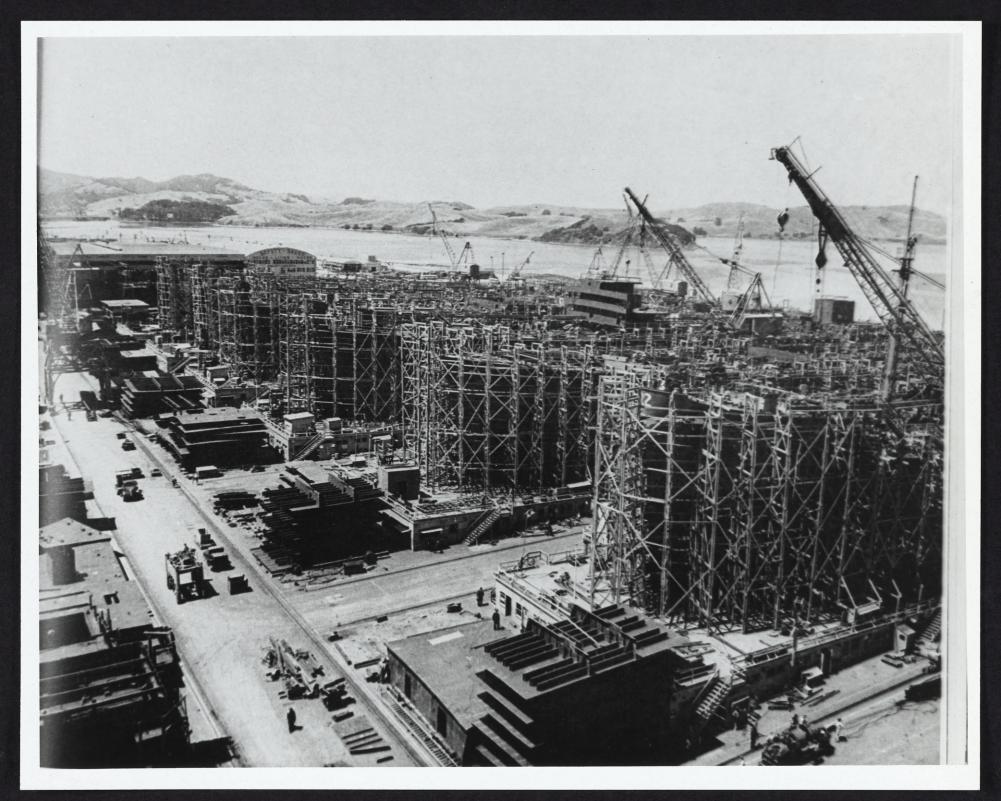


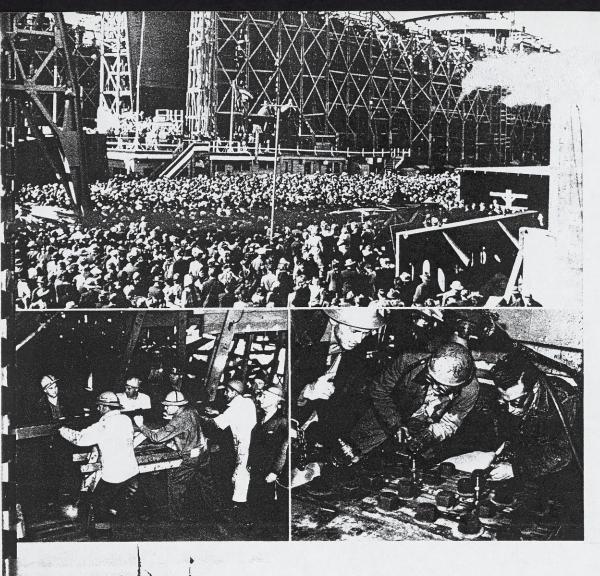
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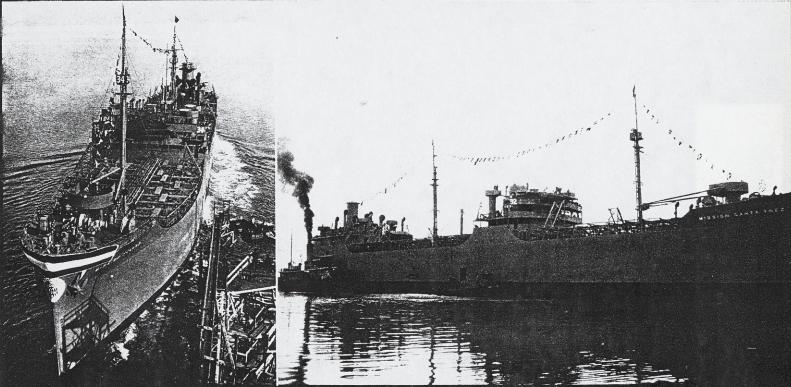
55 PURIS/MA NOV 10-43

# 26



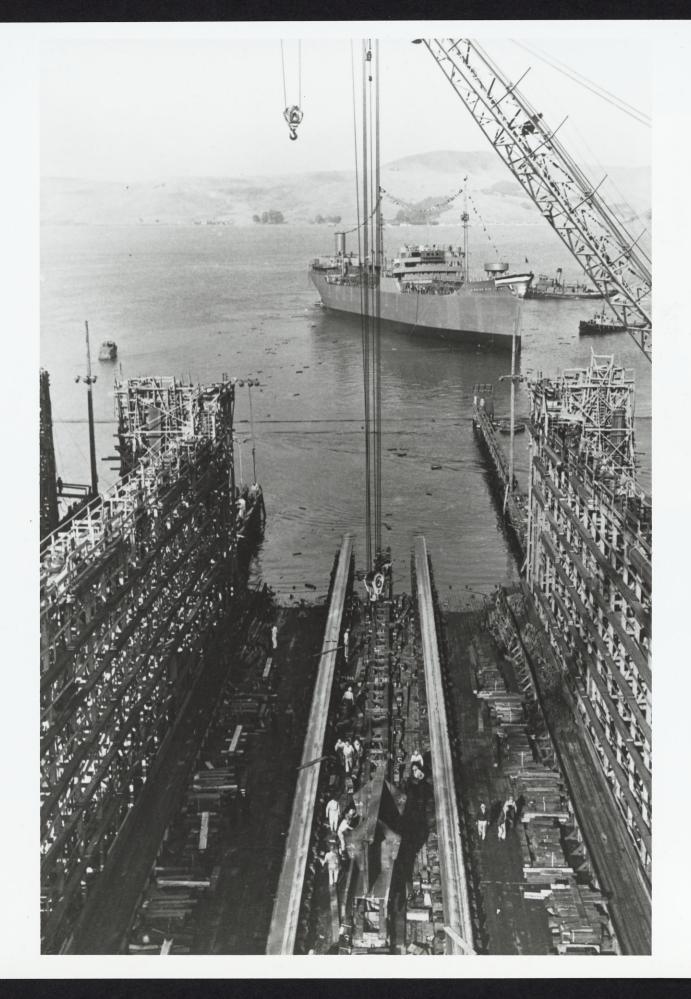


"Burn seven . . . burn eight . . . and there she goes!" Even to veteran shipbuilders, launchings are packed with dramatic suspense. All eyes focus on the flagbedecked bow, the sponsor with champagne bottle poised, the burners at the plates. As the ship rips free with a jarring crack and slides smoothly down the ways, the men and women who helped build her watch with pride, feeling that somehow this thrill makes all of the days of hard work well worth while.



Launching Day! The ship is ready with flags flying as workers and their guests arrive for the ceremony (above). The launching crew begins ramming up the forward poppets to secure the launching cradle against the shell of the ship (center, left). Finally burners cut through the burn-off plates (center, right) and the ship hits the waters of Richardson Bay (below, left). Waterborne, the ship is towed to the Outfitting Docks by tugs (below, right).

#32 MISSION SANTA YNES
LAUNCHING DELIVERY
DEC 19-1943 MARI3-1944
186 DAYS



25 SANJOSE 007.7-43

#28 MISSION SAN JOSE
LAUNCHED DELIVERY
OUT 7- 43 JAN 9-44
196 DAYS

86-25



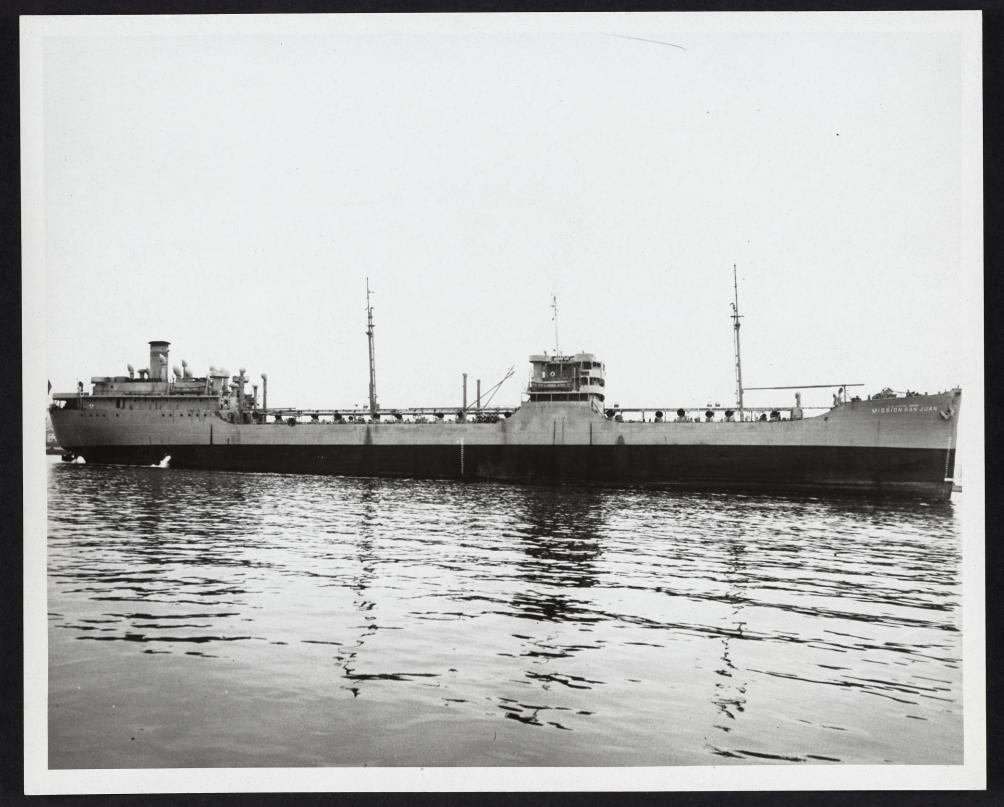
S.S. MISSION SAN FERNANDO, Launched by Marinship, November 25, 1943

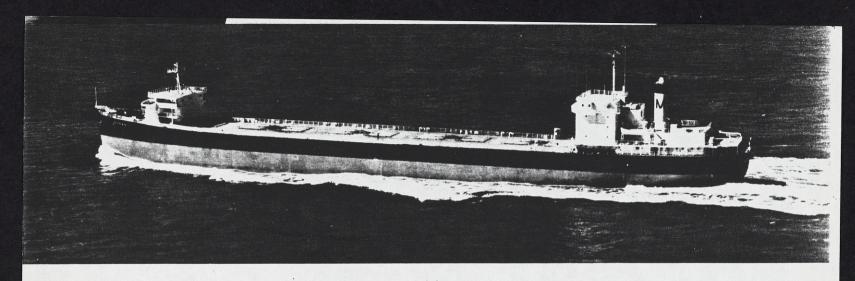


S.S. MISSION SOLANO, Launched by Marinship, January 14, 1944

#34 MISSION SOLANO
LAUNCHED DELIVERY
TANIH-1944 MAR30-44
174 DAYS

86-25 \* 34





## **KOPAA**

	Length oa 595'-	
	Beam (to Main Deck) . 75'	
	Depth 41'	
	Net tons 9,713	
	Gross tons 14,231	
	Speed 15.5	
	Crew 40	
	Official No 244,611	
РНОТО		

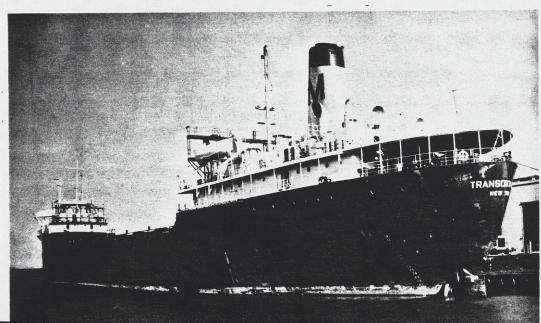
ACKROYD

Built by Marinship, Sausalito, California, January, 1944 for USMC. Named Mission San Juan. To U.S. Navy for use as a Navy Oiler 1947. Renamed U.S.S. Mission San Juan AO126. Returned to USMC and laid up, 1957. In September, 1964 returned to U.S. Navy for conversion to be used in Apollo project. April 8, 1965 renamed U.S.S Flagstaff AGM21. September, 1965 renamed U.S.S. Mercury AGM21. New mid-body added by General Dynamics Corp., Electric Boat Division, September 16, 1966. Apollo tracking ship to April 29, 1970 when vessel returned to USMC and laid up. Sold to Matson Navigation Co., June 23, 1970. Towed to Portland, Oregon, by tug Ellen Foss. To Willamette Iron & Steel for conversion into a bulk carrier at the cost of \$4,000,000.00. Delivered to Matson, March 31, 1971. After completing 111 voyages for Matson, vessel sold to California and Hawaiian Sugar Co., January 16, 1981. Delivery, Tampa, Florida.

## TRAI NTARIO

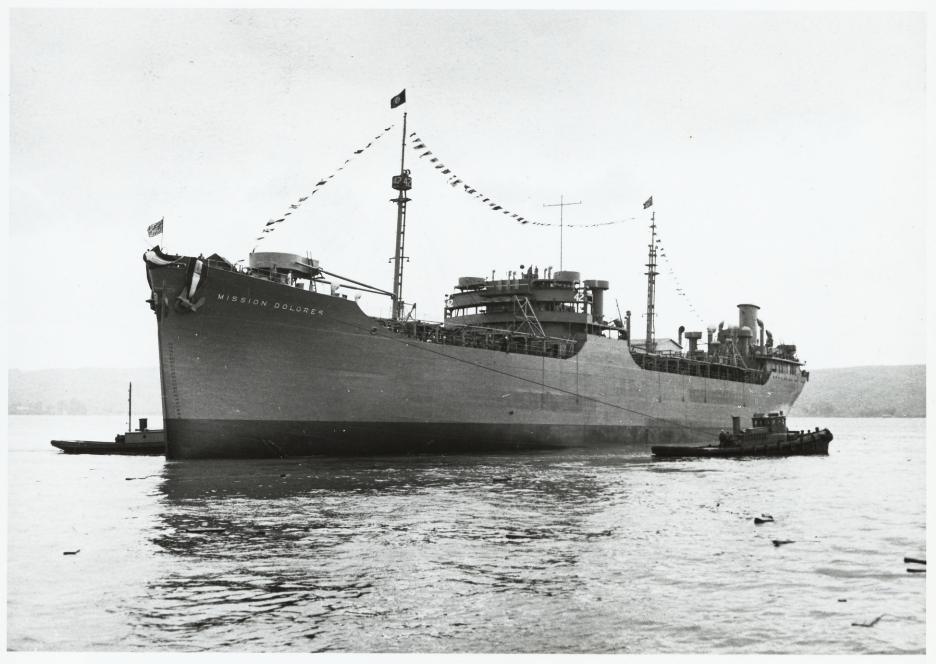
Built by Marinship, Sausalito, in 1944 for the USMC. Named Mission Soledad. To U.S. Navy, 1947 as a Navy tanker. Renamed U.S.S. Mission Soledad AO136. Returned to USMC 1957 and laid up. Sold to Hudson Waterways Corp. Seatrain operators, 1967. Converted to container ship by Savannah Machine & Foundry Co. Completed May, 1969. Renamed Transontario. To Greyhound Leasing and Financial Corp. in 1971. Charter to Seatrain Lines, 1971. Chartered to Matson Navigation Co., April 18, 1974 for San Francisco-Guam service. To Guam-Philippine service October 6, 1975. Laid up San Francisco October 29, 1978. Purchased by Matson Navigation Company from Greyhound Leasing Corp., January 8, 1979. Sold to Keun-Hua, Enterprises, Co., Ltd., Taiwan, March 27, 1979 for scrap. Left San Francisco under tow for Kaohsiung and demolition, March 28, 1979.

Length oa	523'-6''		
Beam	68'		
Depth	39'-1''		
Net tons	4,101		
Gross tons	7,166		
Speed	16		
Crew	34		
Official No.	244,545		
PHOTO PHOTO			
MIKE McGARVEY COLLECTION			



KERL -2-13-44 LAUNCHED 4-26-44 COMPLETED 5-31-44

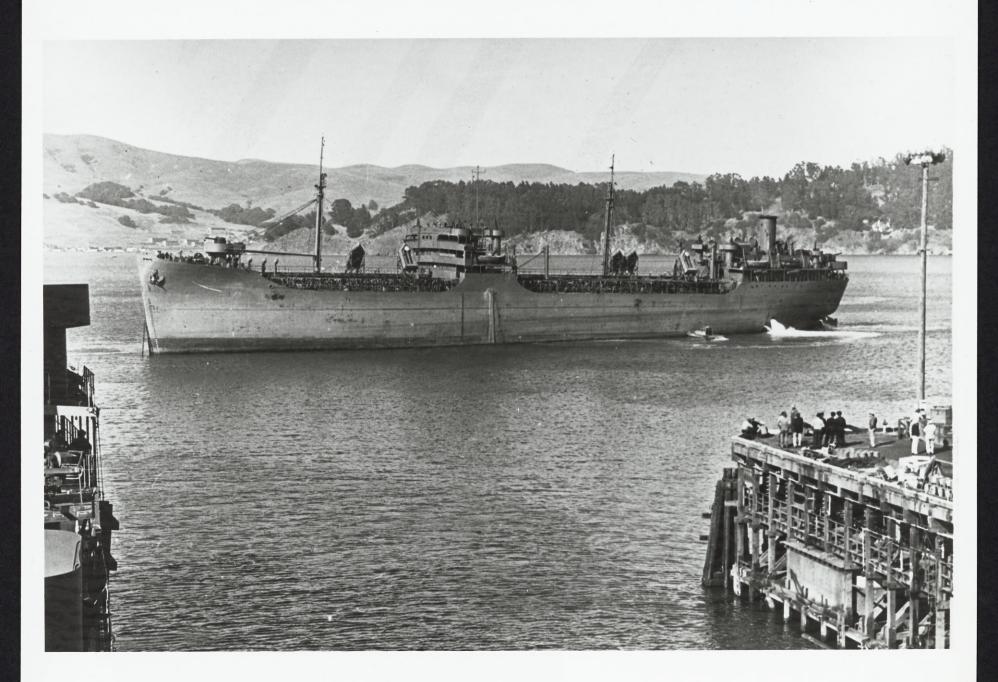




S.S. MISSION DOLORES, Launched by Marinship, April 26, 1944

H42 MISSION DOLORES
LAUNCHED DELIVERY
APPRIL 26 44 NAYSI-44
108 DAYS

86-25 #36



SS SAIN DIEGO

PETURINES to YARD

FOR NOY AGE

FOR REPAIRS

#38 MISSION SIAN DIRGO
LAUNCHED COMPLETED
MAR 14-44 APRIL 30-44
132 DAYS

86.25 # 37



M. De PA+A #37 Fet 28-1944

3A-5T

H37 MISSION DE PALAY

LAUNCHED PELIVERY

2-2-8-44 4-22-44

CONVERTED STONE

148 DAYS

RED STONE

86-25 #38



FORMER MISSION DE PALA

> U.S. AIR FORCE PHOTO AIR FORCE EASTERN TEST RANGE PHOTOGRAPHIC LABORATORY OPERATED BY TECHNICOLOR

PL 70-21605 /F701-074 (141) 5/11/70

ETN

"REDSTONE" DEPARTURE FROM PORT CANAVERAL. (br)

UNCLASSIFIED



#37 MISSION DE PALA 1944 CONVERTED TO MISSLE SHIP REDSTONE FOR THE APPLO PROGRAM

86-25

86-25-37



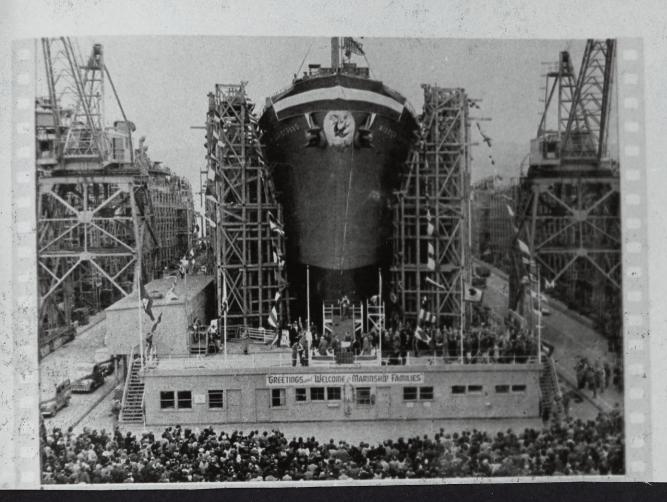
#5983 Chepachet

#33 MISSION SAN RAFAEL

LAUNCHED DELIVERY
12-31-43 3-22-44
179 DAYS

86-25

Mission San Rafael



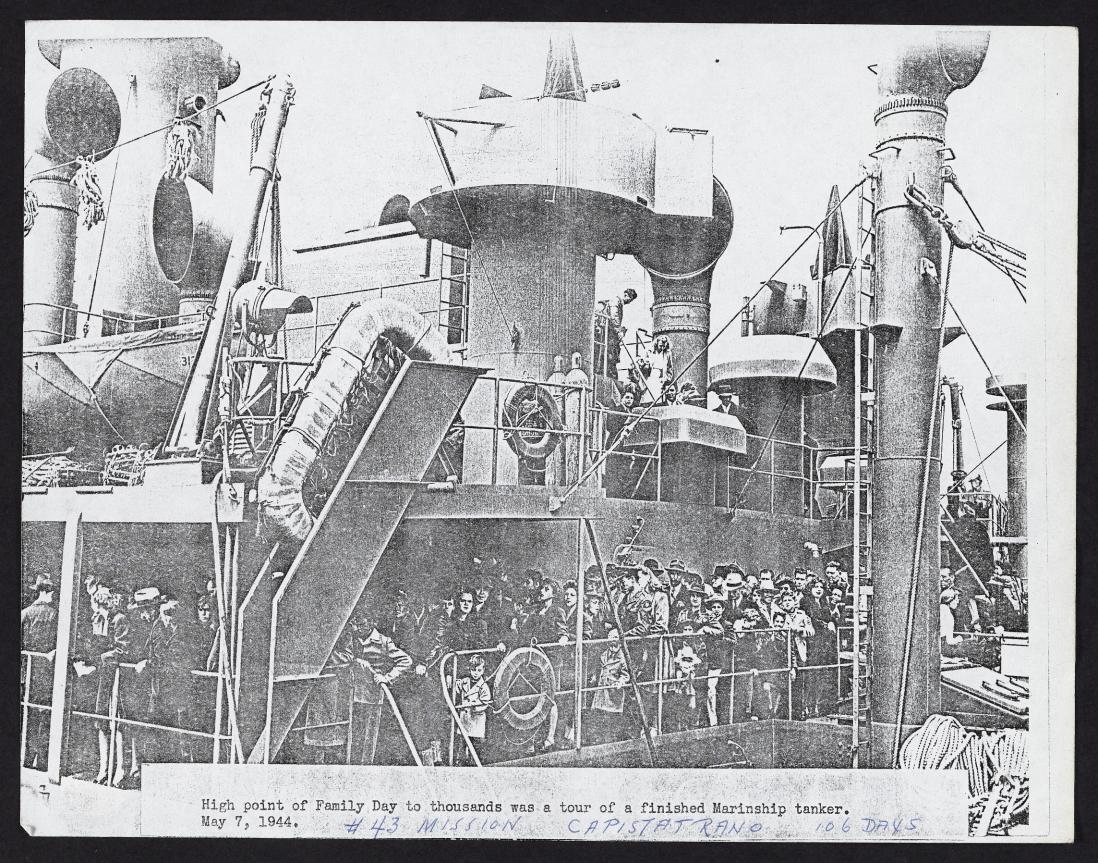
Marinship Family Day May 7, 1944 SS Mission Capistrano

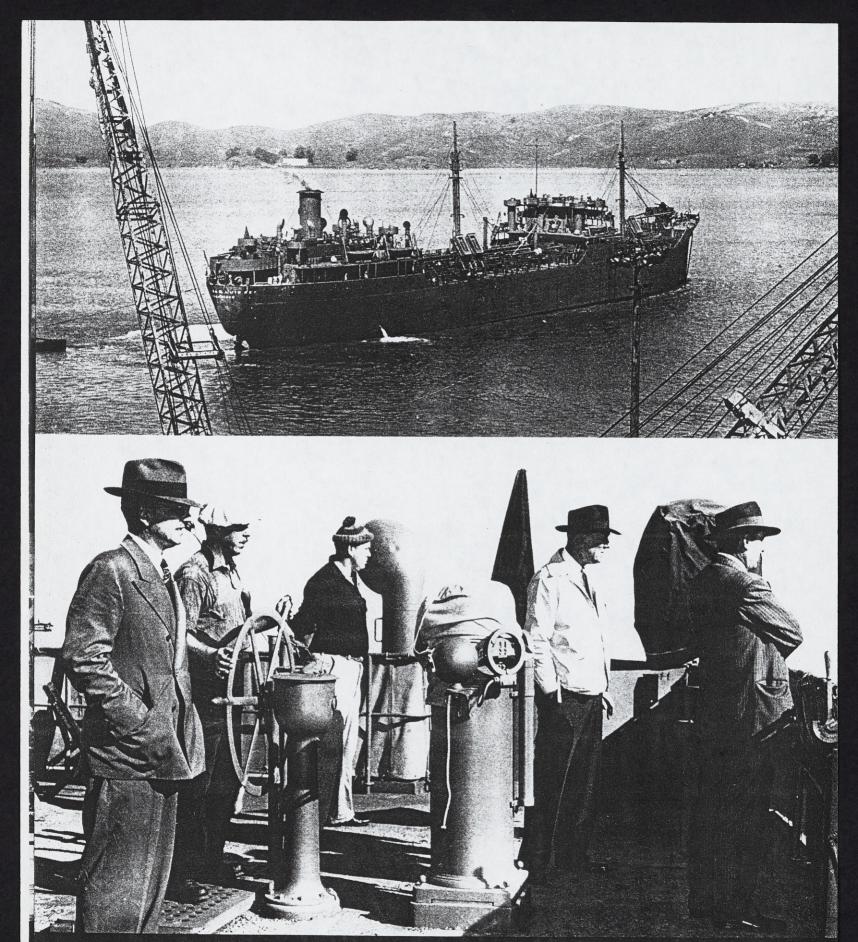
> 86-25 #41



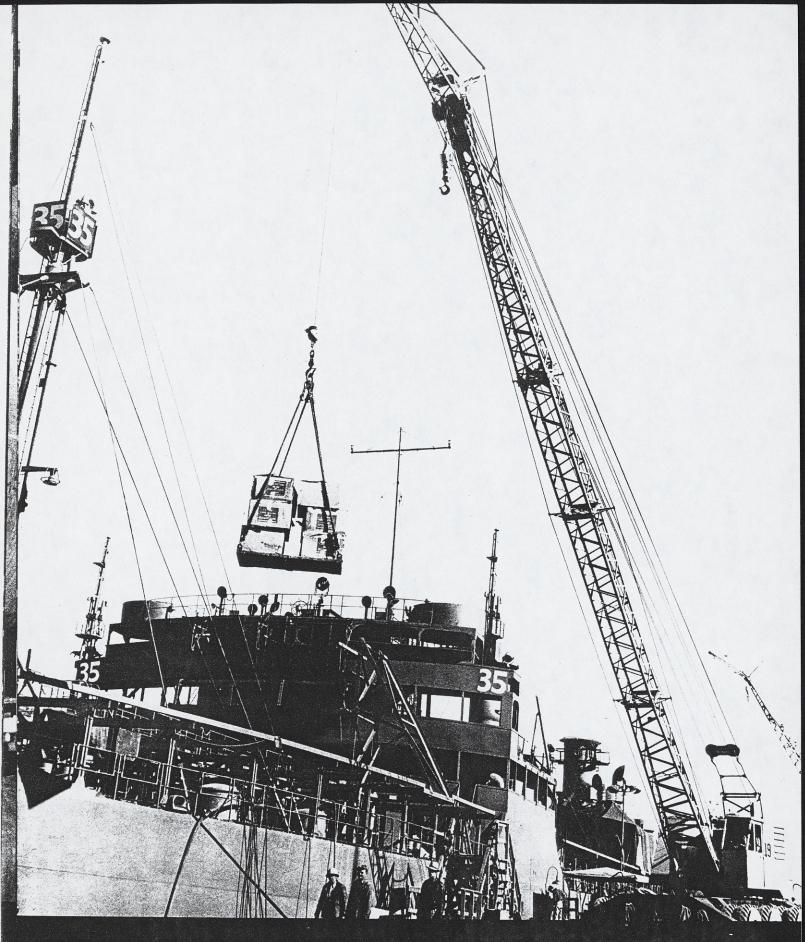
#43 MISSION CAPISTATRANO
LAUNCHED COMPLETED
MAY 7-44
106 DAYS

86-25





TRIAL RUN Outfitting workers watch from the end of the docks as "Number 35", SS Mission San Luis Rey, pulls into the stream for her trial run with President K. K. Bechtel, the Marinship port captain, and other trial crew members aboard. Delivery of this ship to the Commission on March 31 gave the yard a record of four tankers turned out in March and brought the National Tanker Champ Flag to Marinship from Swan Island.

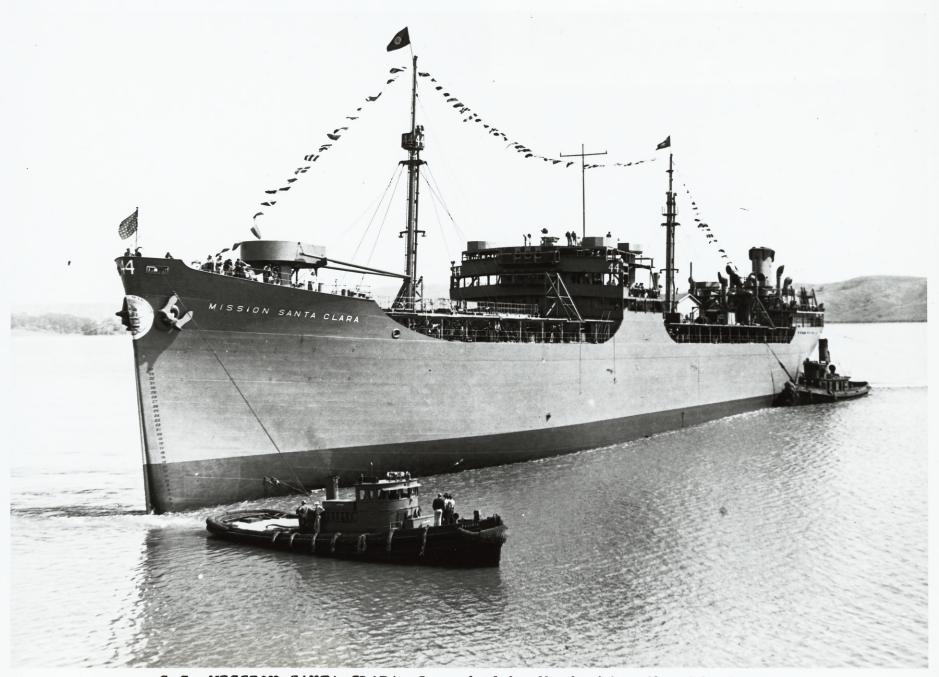


Thousands of items of material and equipment en route to ships at the Outfitting Docks keed cranes busy day and night. Here a truck crane, specially built for use on Marinship's high-level docks, drops a load of insulation material aboard Hull 35, SS Mission San Luis Rey. High-level feature, originated Marinship, permits substitution of truck cranes for gantries and eliminates use of high ladders by workers.



S.S. MISSION SAN LUIS REY, Launched by Marinship, January 29, 1944

#35 MISSION SAN LUIS TREY
LAUNCHED DELIVERY
MAR-31-44
168 DAYS



S.S. MISSION SANTA CLARA, Launched by Marinship, May 18, 1944

H43 MISSION SANTA CLARA
LAUNCHED DELIVERY
JAN 29-44 JUNE 21-44
98 DAYS



# 45 MISSION BUENAVENTURA COMPLETED JUNE 28-44 91 DAYS



# 46 MISSION SANTA BARBARA

LAUNCHED COMPLETED
6-8-44
DAYS 91 49

86.25

86-25-49



S.S. MISSION LORETO, Launched by Marinship, June 28, 1944



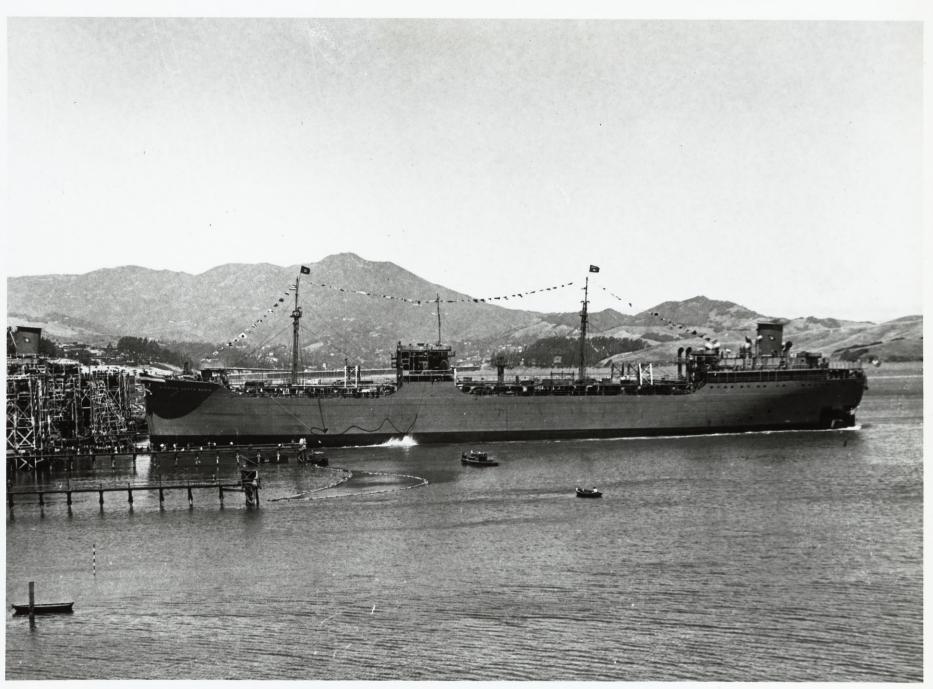
# 44 MISSION LORETO

LAUNCHED COMPLETED

JUNE 28-44 JULY 22-44

86 DAYS

86-25 #50B



S.S. MISSION SANTA MARIA, Launched by Marinship, July 4, 1944



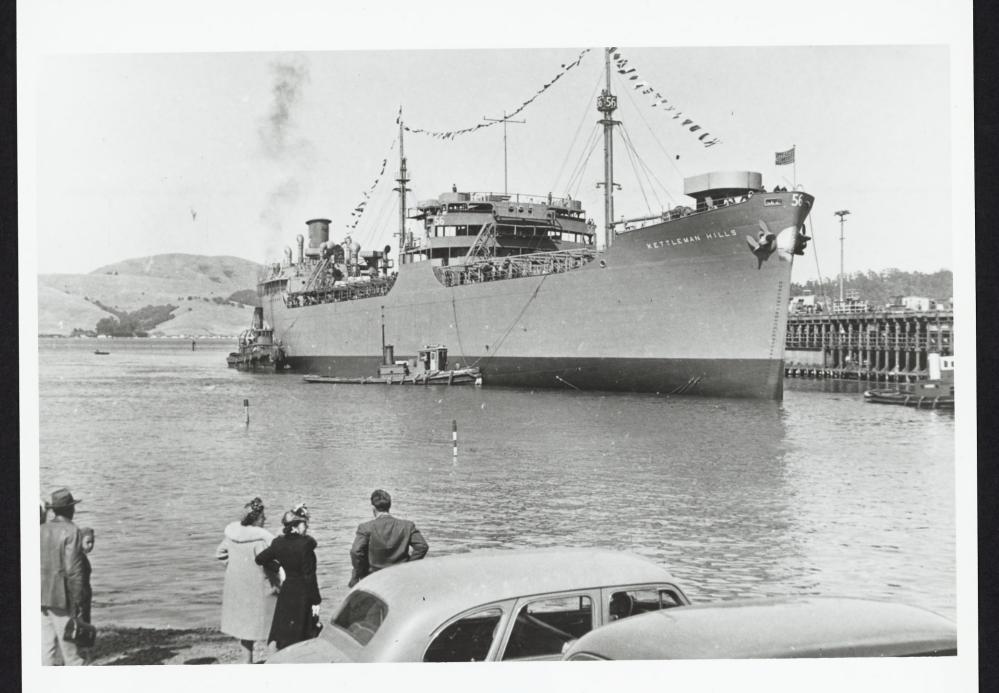
#56 KETTLEMAN MILLS

KEEL LAYING SEPT

MAX 29-44

DELIVERY 6-44

86-25 #5Z # 56 IFETTLEMAN HILLS LAUNOHED JULY 26-44 



H56 KETTLEMAN HILLS

LAONCHED COMPLETED

JULY 26-44 SEPT-21-44

100 DAYS

86-25

Who Said The First Million Tons of Tankers Were The Hardest?

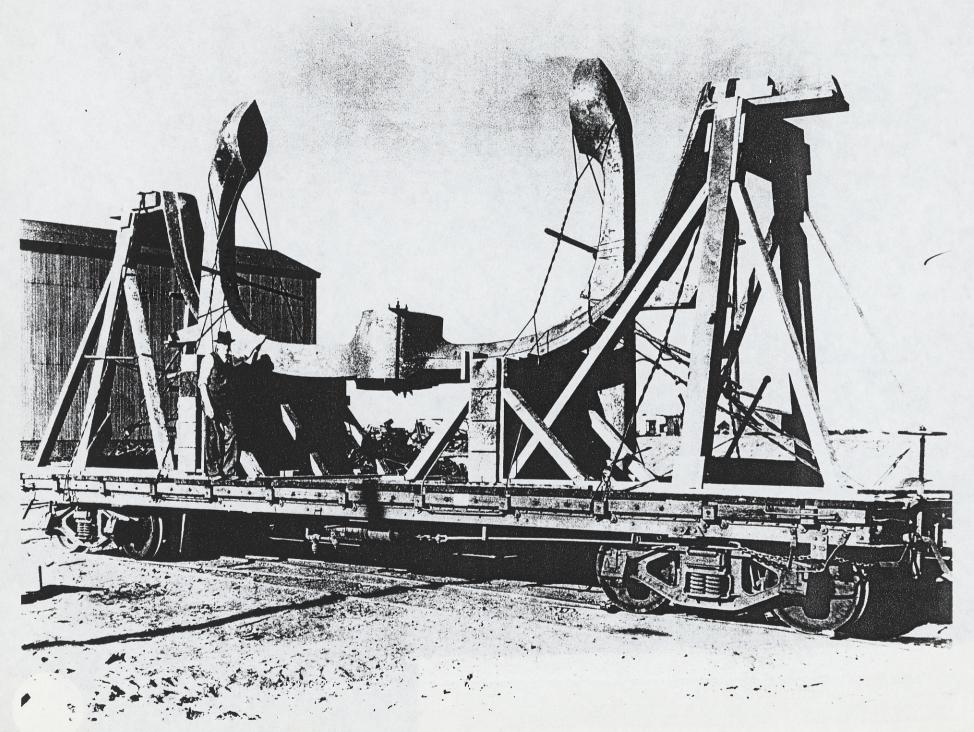


You've heard that the "first million is the hardest," but in the case of Marinship it didn't hold good. We launched our sixty-second tanker in twenty-three months at a lower cost, with a smaller force, in the face of

acute national material shortages and most of the work was accomplished during the shortest month of the year. When the S. S. KERN HILLS hit the waters it brought the Tanker Champ Flag back to Marinship for "Keeps".

# 77 KERN HILLS
LAUNCHING
MAR 13 -45

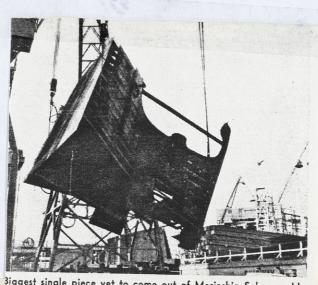
86-25 #55



86-25-56

FLAT BED CAR ARRIVED AT MARINSHIP WITH STERN CASTING UNIT.

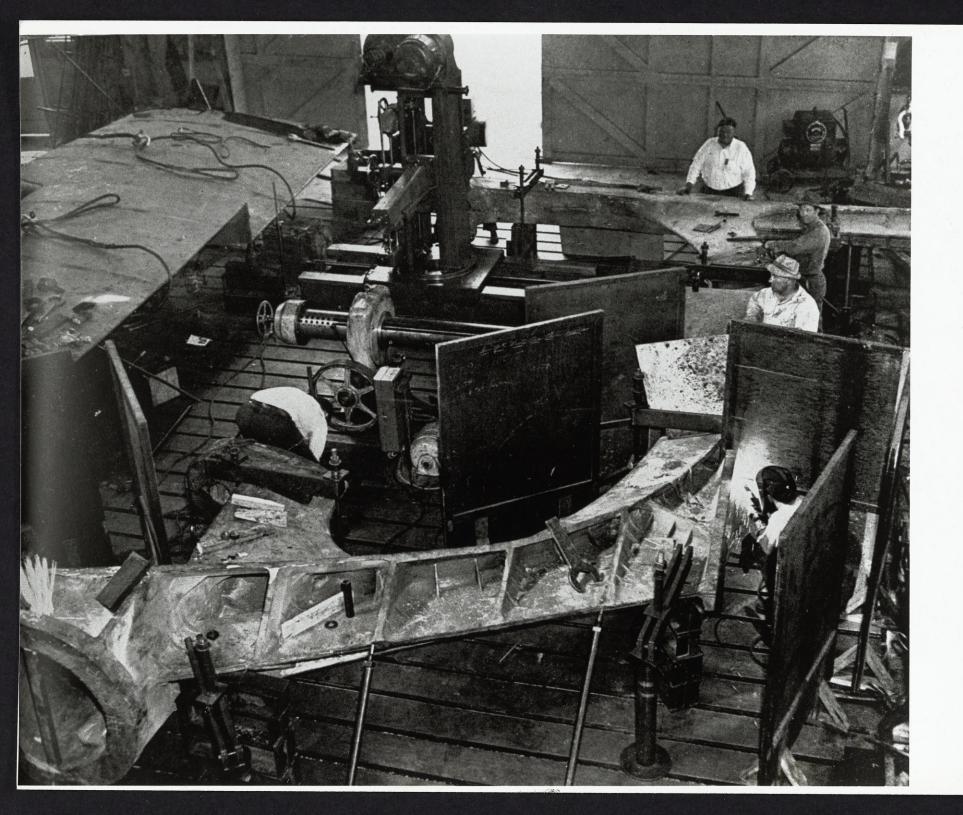
86-28 # 56



3iggest single piece yet to come out of Marinship Sub-assembly (vas this stern assembly. Weighing 65 tons, it is shown being ifted by two gantries. Although it was built as an experiment, /ic Ramey, foreman, reports that it went into place like a glove.

Stern frame the he machined in machined in machine shop.

Transfered to sut-assembly building welded into a complete unit and installed on ship



STERN FRAME. In the Machine Shop tail shafts, line shafts, bearings, stern tubes and liners, coupling bolts and chocks, all had to be machine-finished and hand-spotted to within thousandths of an inch.



# 77 KERN HILLS
LAUNCHED DELIVERY
MARI3-45 MAR 27-45
64 DAYS

86-25 #59



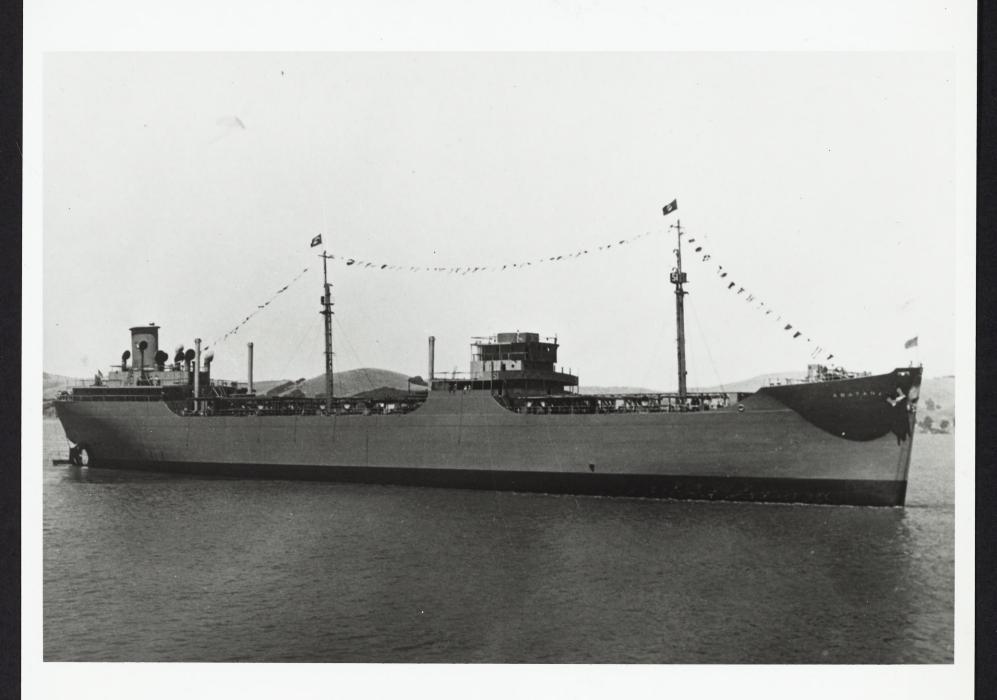
#50 PASIG NAVY

LAUNCHING DELIVERY

JULY 15-44 OCT-21-44

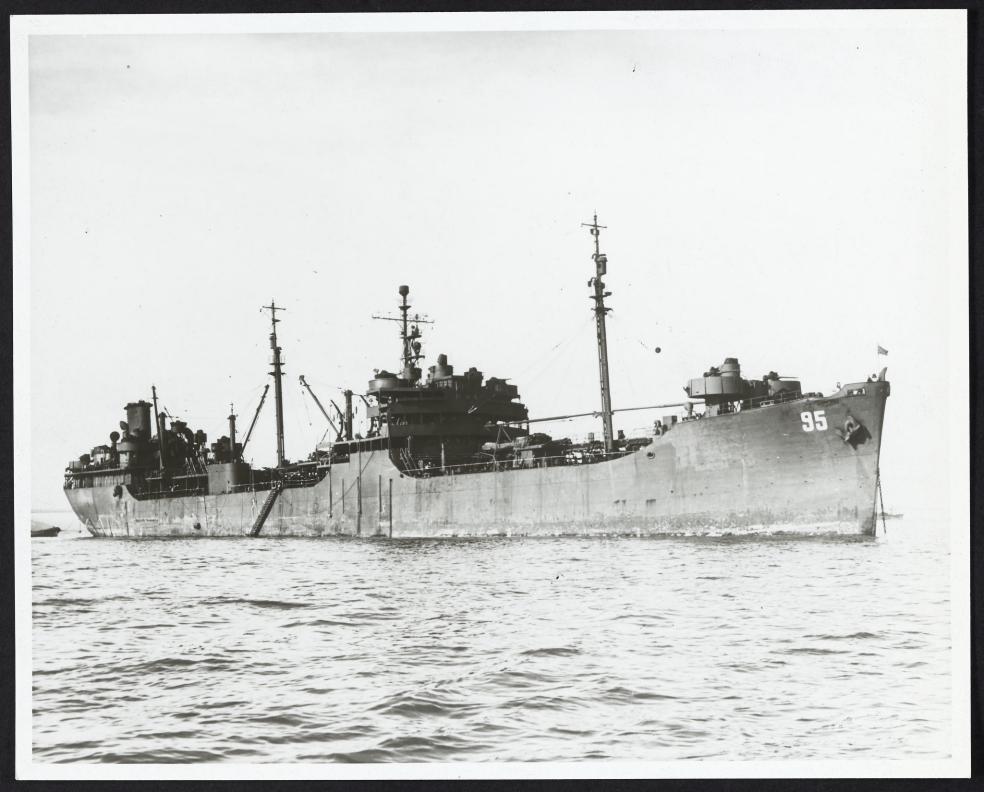
156 DAYS

#60



#51 FIBATAN DELINERY
HUG. 6-1944 NOVER-44
17: 9445

86-25



# 95 Caney Marinship 44

U.S. Surrender fleet sailed into Sagame Bay on Aug 27th 1945

with this great armanda with.

8 Marin Ship-Cilers # 80 Escombia

#81 Kennturgo #83 Mas cambia

#85 Pamanset #87 Sebec #88 Jomahawk

#95 Caney # 96 Jamalpiss

Caney A0-95

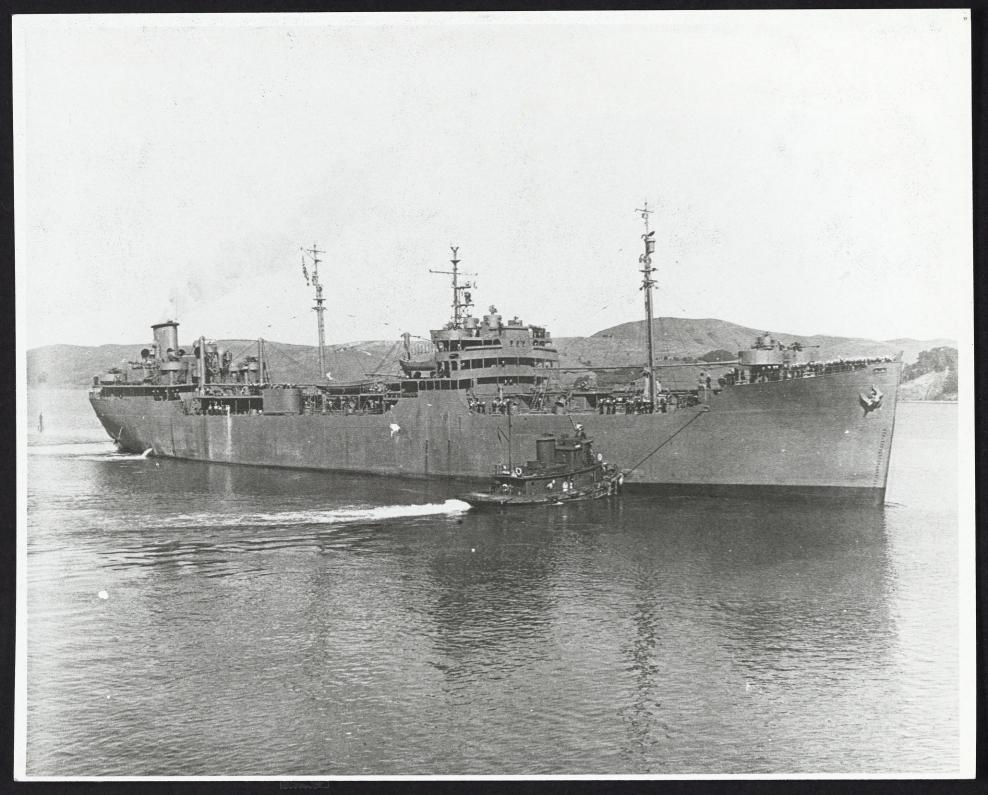
99823

86-25 #62



# 54 CANEY NAVY
LAUNCHING DELIVERY
OCT-8-44 MAR 25-45
241 DAYS

86-25 # 63



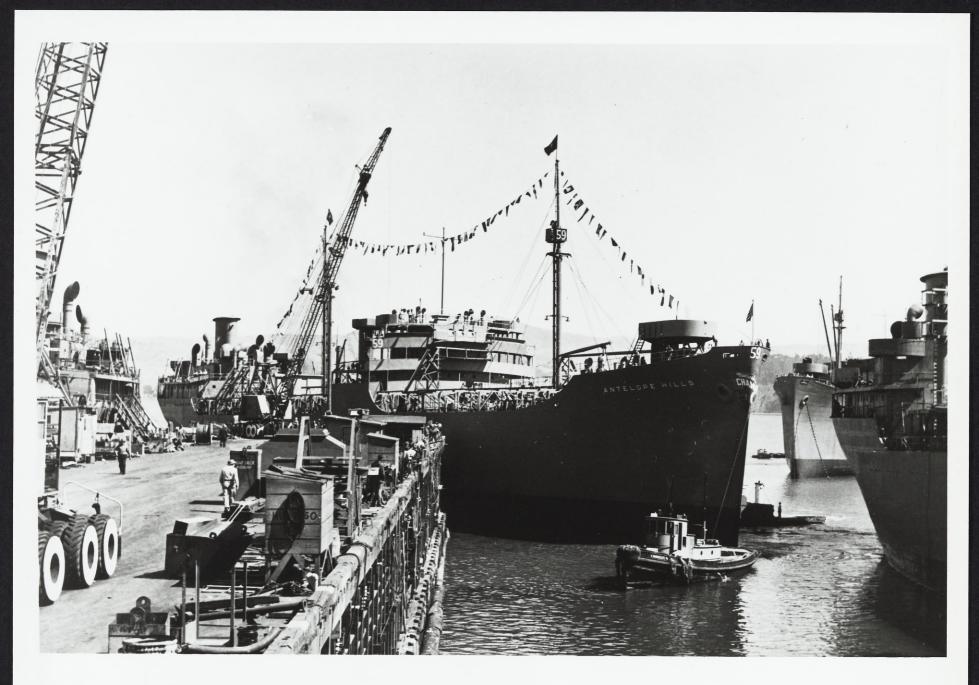
# 58-ANACOSTIA NAVY
LAUNCHED DELIVERY
SEPT 24-44 FED 15-45
SEPT 24-44 DAYS

FLEET OILER. After spending a year developing plans and specifications for the T2-SE-A2, and helping eliminate production difficulties, orders were received to convert the last six of these tankers into Navy oilers. This required much more equipment and a great amount of engineering. But this extra work was quickly done, and on February 25, 1945, the fourth of these fleet oilers was commissioned at Marinship in the presence of Rear Admiral Henry Bruns and Mrs. Bruns, the ship's sponsor. An hour later, with 200 officers and men lining the rail or at their posts, the USS Anacostia pulled out into the stream and set sail for war.

86-25

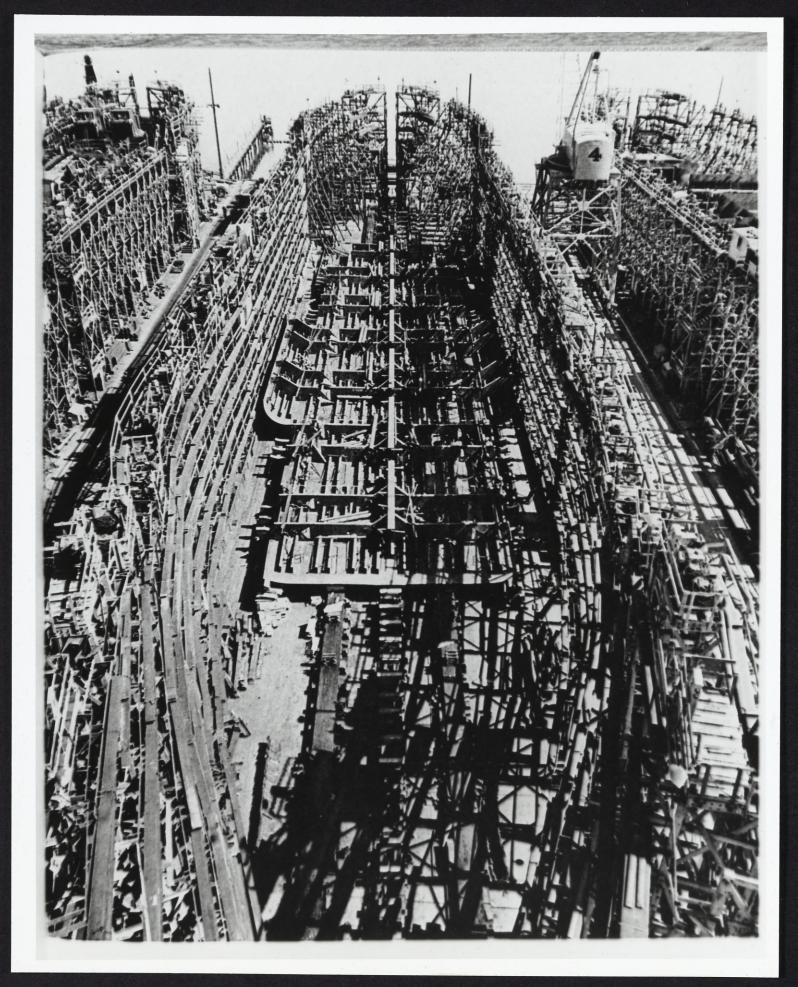
86-25-64

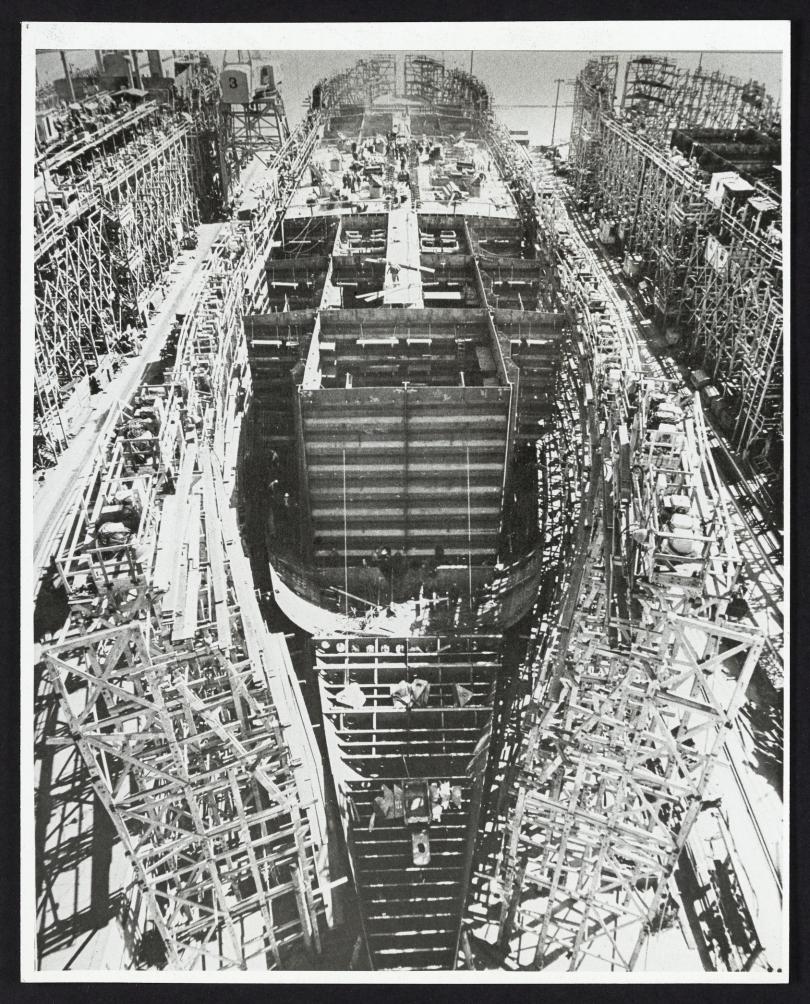
OWTH 1101551V.



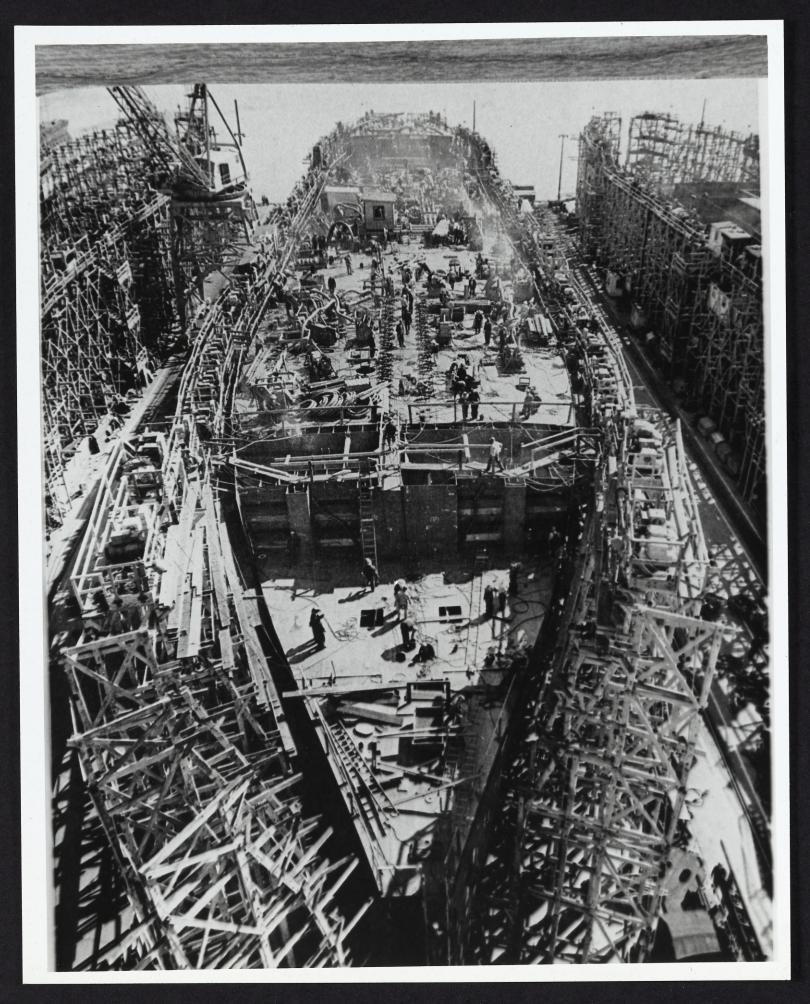
H39 ANTELOPE HILLS
LAUNCHING DELIVERY
SEPT 17-44 COT-44-44
68 PAYS

\$6-25

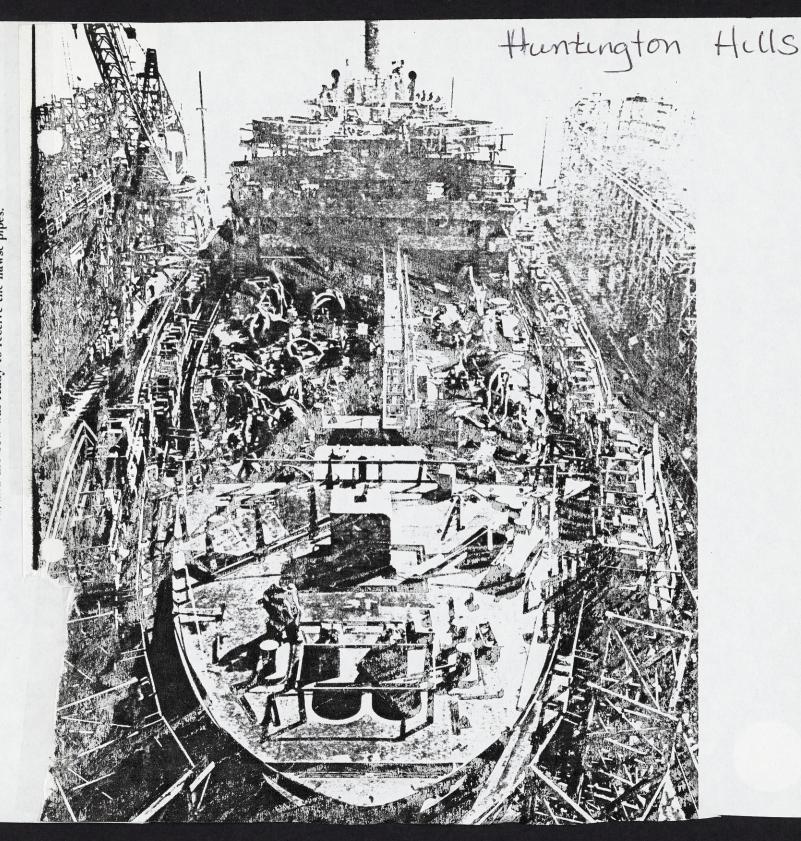




FOURTH DAY FOR HULL 86. The Flying Squads landed 1623.5 tons of steel in the first twenty-four hours, one shift alone accounting for over a thousand. On the fourth day all cargo tanks and bulkheads were installed, the upper deck sections for three midship tanks, the centerline girder for eight tanks, the lower bow assembly, and the stern section up to the steering gear flat.



EIGHTEENTH DAY FOR HULL 86. Midship house structure and all the decks were complete, the forward catwalk had been installed, its piping and wiring well under way, plastic armor was on the gun tubs, the dry cargo hatch cover and the bitts had been installed, and the bow was ready to receive the hawse pipes.



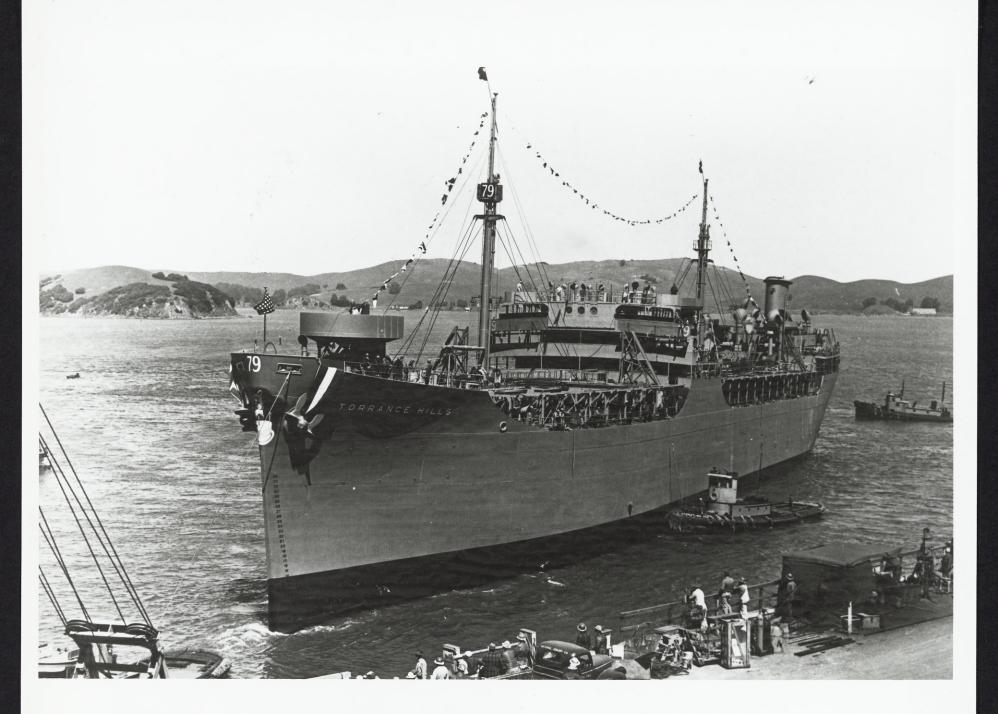


123,22

86-25-70

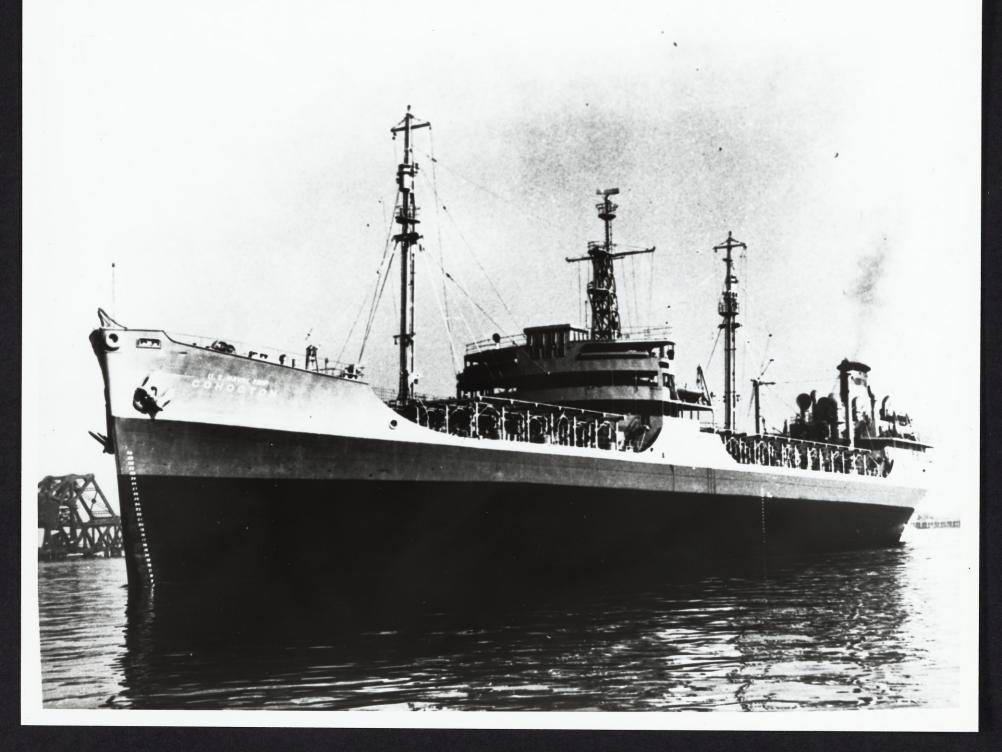


TANKER TRIUMPH. Hull 86, the Huntington Hills, was delivered in thirty-three days from keel-laying, having spent twenty-eight days on the ways and five at the outfitting dock. That was twenty-six days faster than any comparable tanker had ever been delivered before.



#19 TORRANCE HILLS
LHUNCHING DELIVERY
MAR 29-45 APRIL 12-45
63 PAYS

86-25



USS Cohocton A0-101

95880



USS COHOCTON, LAUNCHED BY MARINSHIP, JUNE 28, 1945

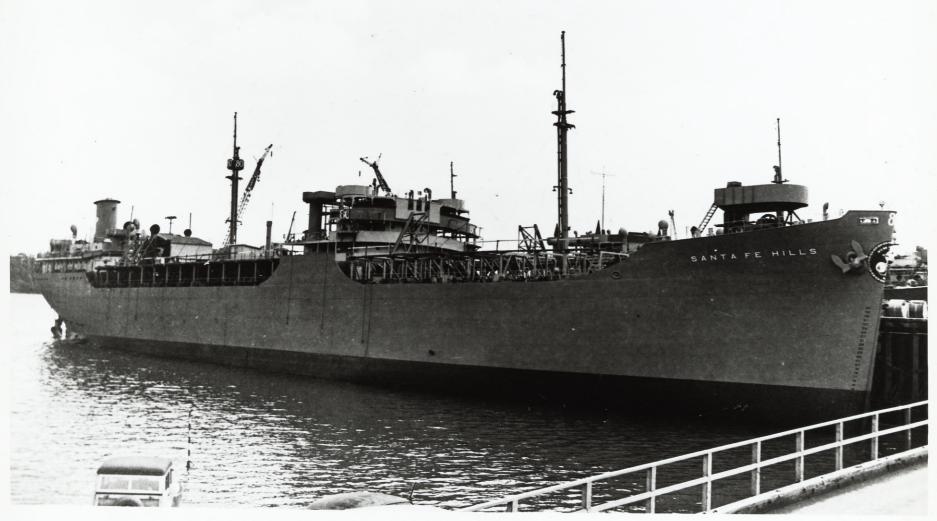


SS SANTH FE MILLS
APRIL 8 - 1945

86-25 #75

16B.1.6

86-25-75



S.S. SANTA FE HILLS, LAUNCHED BY MARINSHIP, APRIL 8, 1945

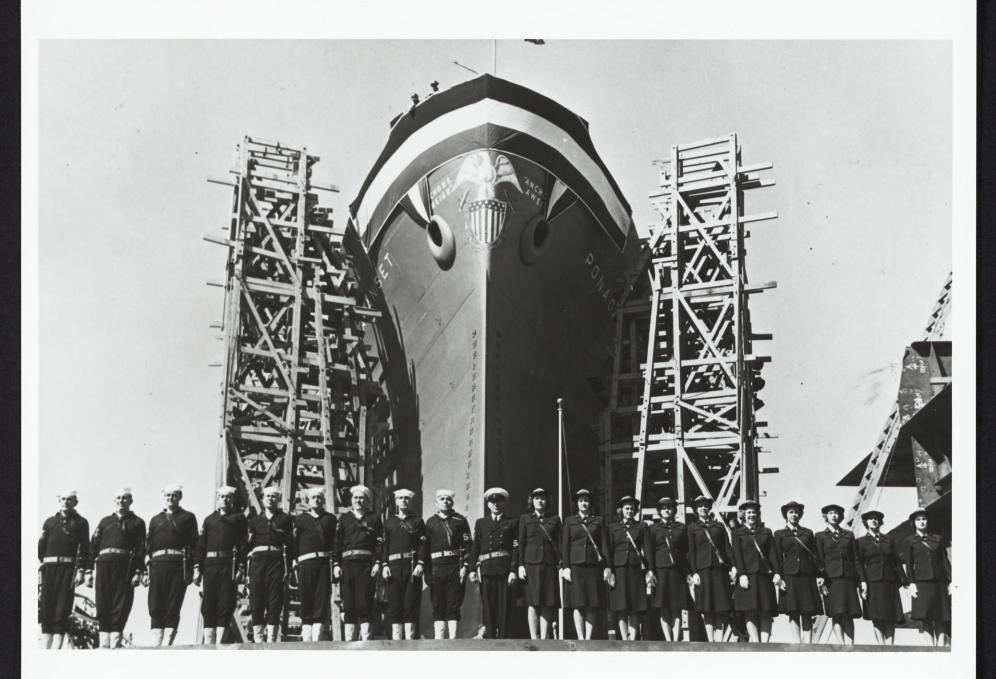
#80 SANTAFE HILLS
LAUNCHING DELIVERY
APRIL8-45 APRIL25-45
65 DAYS

86-25 #76



HIN PONAGANSUT NAYY
LAUNCHING DELEVERY
JULY 10-1943 DEC 31-1943
248 DAYS

86-25 # 77



H22 PONAGANSET NAUV
LAUNCHING DELTVERY
JULY 10-1943 DEC-31-1943
248-DAYS

86-25

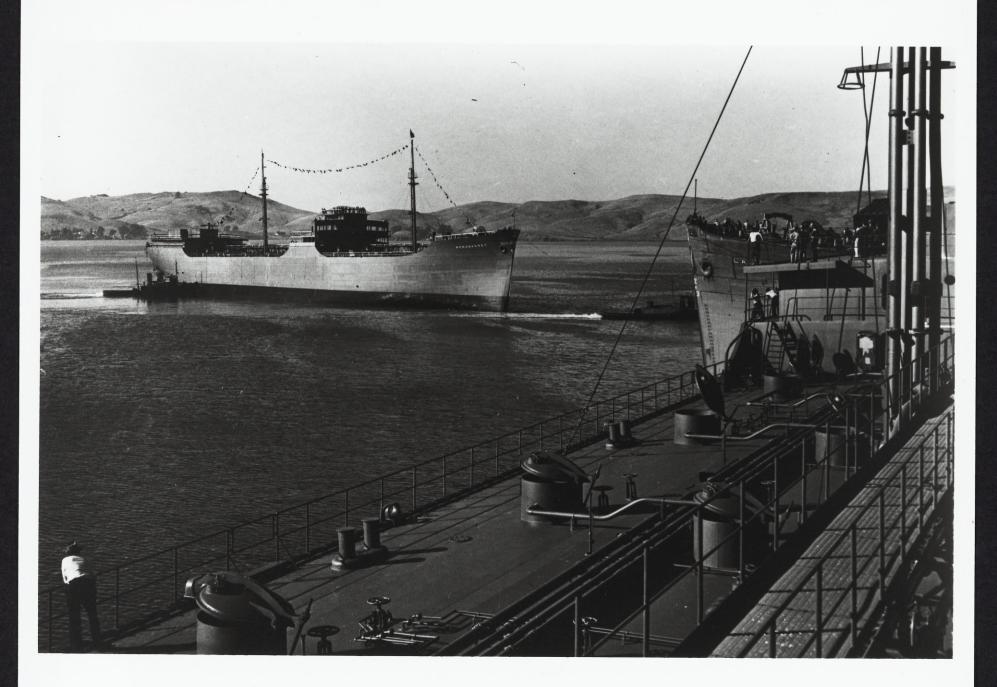


# 22 PONAGANSET NAVY LAUNCHING JULY 10-1943

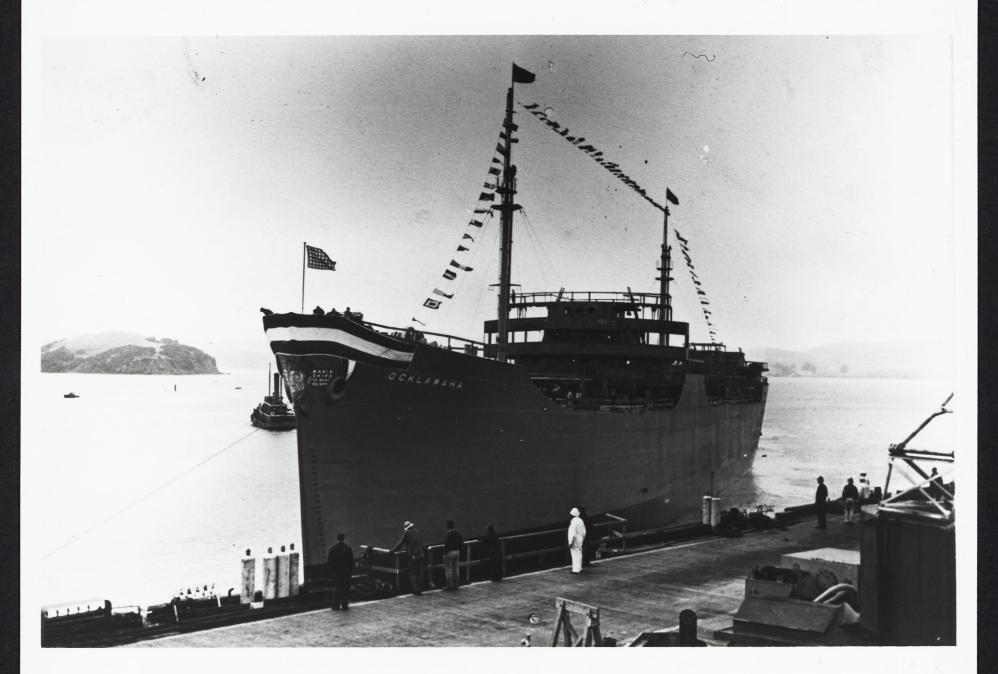


# 21 POWAGANSET NAVY
LAUNCHING DELIVERY
JULY 10-1943 DEC31-1943
248 DAYS

86-25

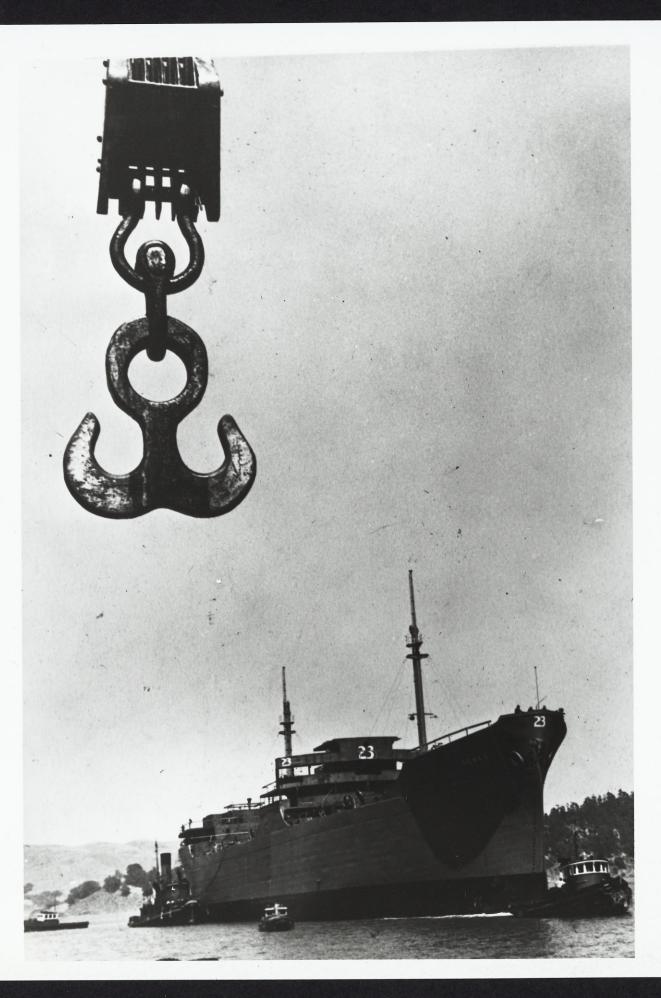


#22 Ponaganset Lauriched July 10 1943



#20 OCKLAWAHA NAVY LAUNCHED DELEVERY JUNE 9-1943 SEPT30 1943 232 DAYS

86-25 #82





#87 Sebec Marinship, 943

U.S. Surrender flect sailed into
Sagame Bay on Aug 27th, 1945

with this great armanda with.

8 Marin Ship-Oilers #80 Excombra

#81 Kennburgo #83 Mascambia

#85 Pamanset #87 Sebec #88 Jomahawk

#95 Camey #96 Jamalpias

16-25-84

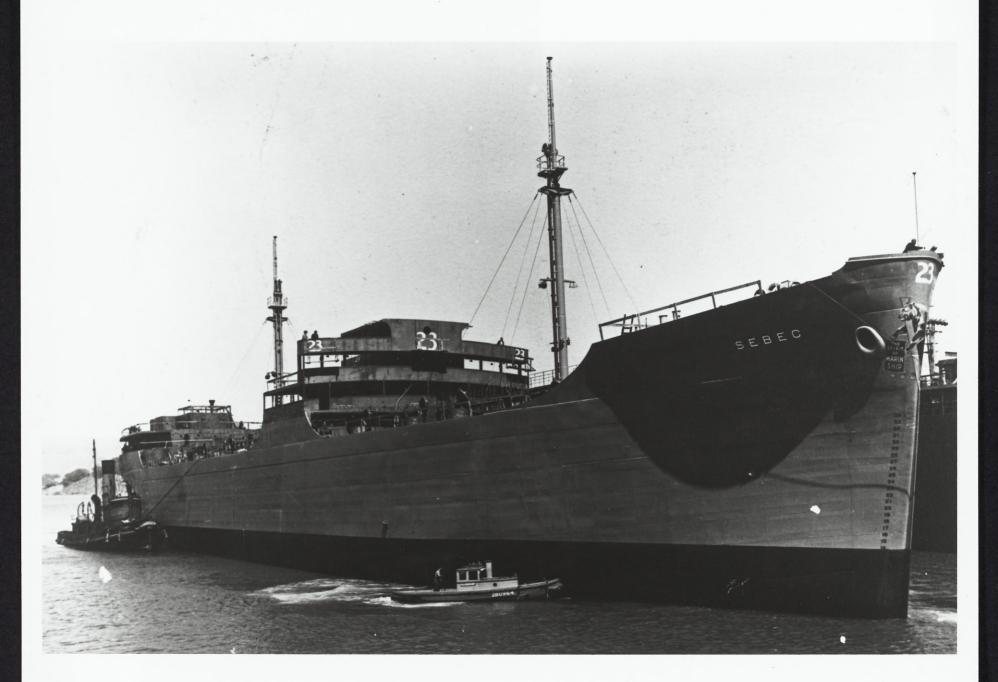
Sebec

A0-87

86-25-84

99823

86-25 #84



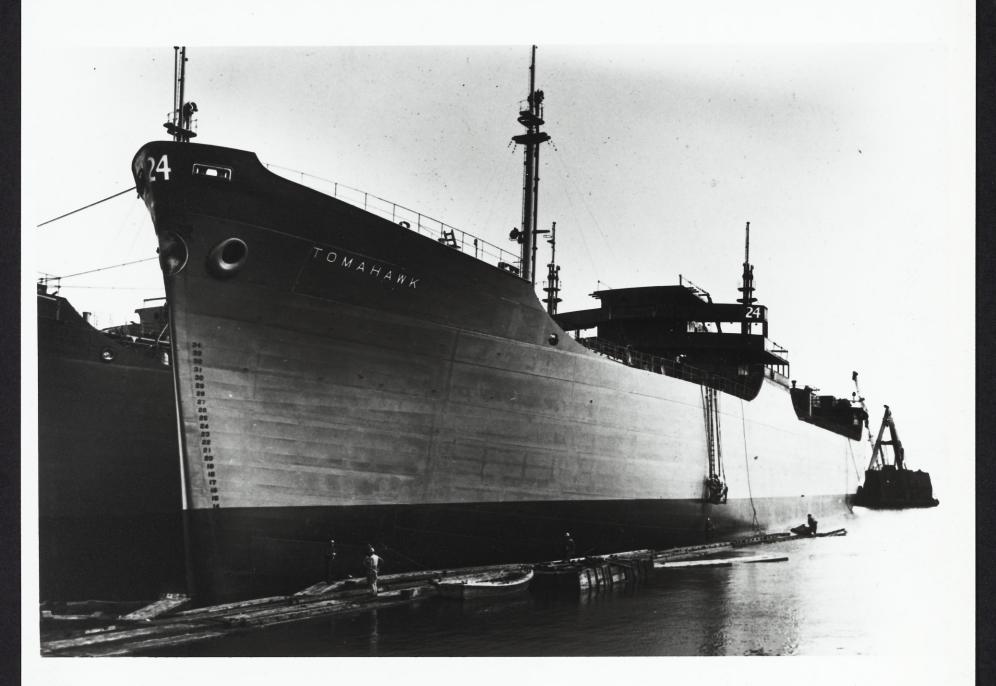
#23 2155 SEBEC LAUNCHED MAY20-1943





THE MANUEL DE

\$ 86



#24 assTOMAHAWK LAUNCHED JUNE1-1943



#88 Jomahawk Marinships
1943

U.S. Surrender fleet sailed into
Sagami Bay on Aug 27th 1945

with this great armanda with
8 Marin Ship-Cilers #80 Excombia

#81 Kennturgo #83 Mascambia

#85 Pamanset #87 Sebec #88 Jomahawk

#95 Camey # 96 Jamalpias

Tomahawk A0-89

99823

#88

### USS Soubarissen is Commissioned

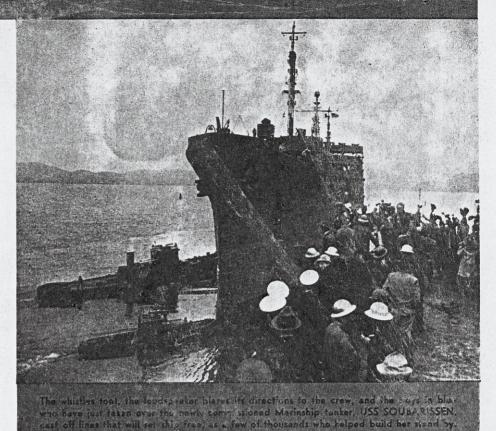
# DRAMATIC CEREMONIES ATTEND FIRST MARINSHIP FLEET OILER COMMISSIONED AT OUR OUTFITTING DOCK

"A TTENTION" is sounded by a Navy bugler; the national anthem is played, and while her officers and men salute, the commission pennant is raised to the top of the main mast and a new ship joins the Fleet.

The moment in which the 523-foot fleet oiler USS SOUBARISSEN was commissioned is recorded on our front and back covers. The entire crew of the ship, hundreds of Marinship workers and scores of special guests witnessed the first commissioning ceremony ever held at our Outfitting Docks.

The commission pennant was raised to the ship's mainmast while she still lay at our Outfitting Dock on Friday, January 5, 1945. Honored guest was Mrs. Robert C. Savage of San Francisco, who was Matron of Honor when the tanker was launched on August 12. Mrs. Andrew F. Carter, Sponsor, of Washington, was unable to attend. Mrs. Savage is the daughter of Rear Admiral Carter. Representing Marin-ship Corporation were W. E. Waste, Vice President and General Manager; Bruce Vernon, Assistant General Manager; Robert Digges, Administrative Manager; Ray Hamilton, Production Manager; and other officials of the company. High ranking naval officers and U. S. Maritime Commission officials were

"The crew and every Marinship worker can feel pride in the splendid work which has produced this



fine ship," declared Captain Edward Lapham, Commissioning Officer, representing the Commandant of the Twelfth Naval District. "The Captain will assume Command."

As the ship was handed over to Commander W. H. Fogarty, as Captain, the shrill piping of the boatswain's whistle answered his first command: "Set the watch." As the dramatic ceremony came to a close, the officer of the deck took his station and all members of the first watch took their stations.

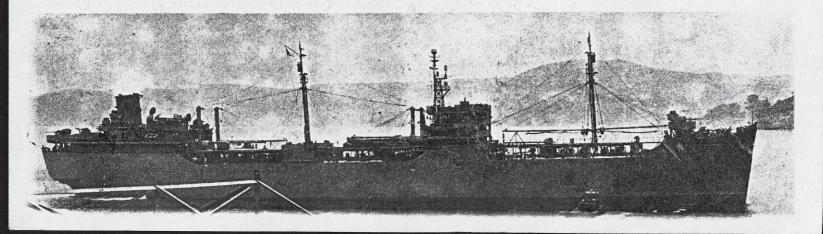
Within an hour, this ship built by the men and women of Marinship was on her way to take up her duties with the United States Fleet.

#### In Back of That Pennant

The distinctive mark of a ship of the Navy in commission, other than the national ensign, is a flag or pennant, at the masthead.

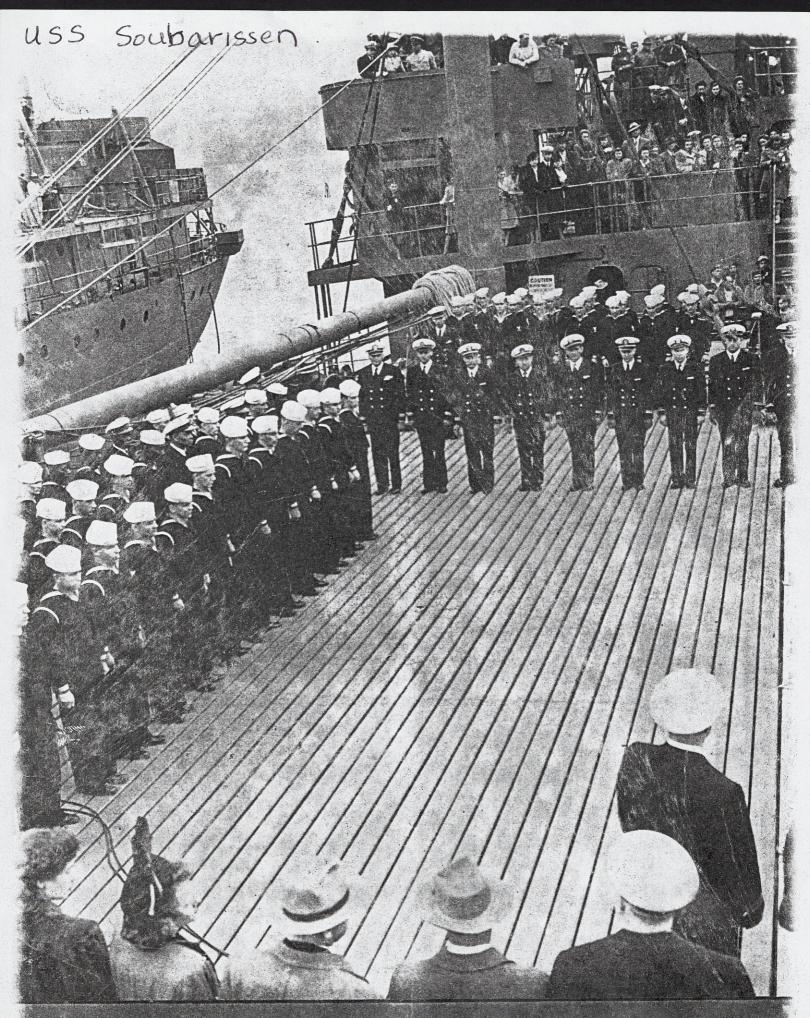
The history of the pennant flown by our tanker USS SOUBARISSEN after she was commissioned as a Fleet oiler, goes back many centuries. In the days of chivalry, the mark of a squire was a long pennant similar to that received by our ship at her commissioning ceremonies.

Another custom started when Maarten Harpertszoon Tromp, the Dutch admiral, hoisted a broom at his masthead, to indicate his intention to sweep the English from the sea. The English admiral hoisted a horsewhip, indicating his intention to chastise the insolent Dutchman. Ever since that time, the narrow or coachwhip pennant, symbolizing the original horsewhip, has been the distinctive mark of a vessel of war, adopted by the navies of all nations.



1-20-45

#89



oloriul Dramatic U.S. Navy Geremonies Mark Official Commissioning of the

Soubarissen

. 93896

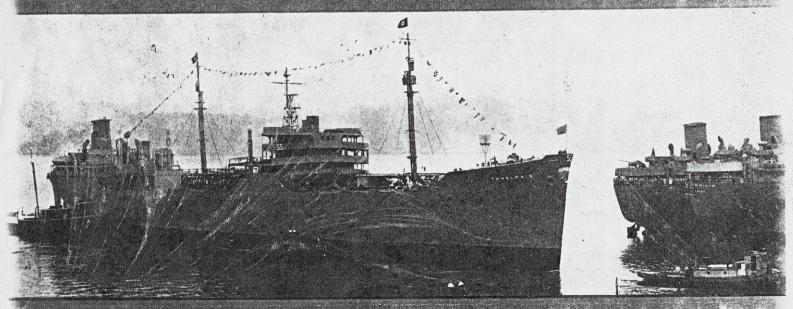
86-25

86-25-91



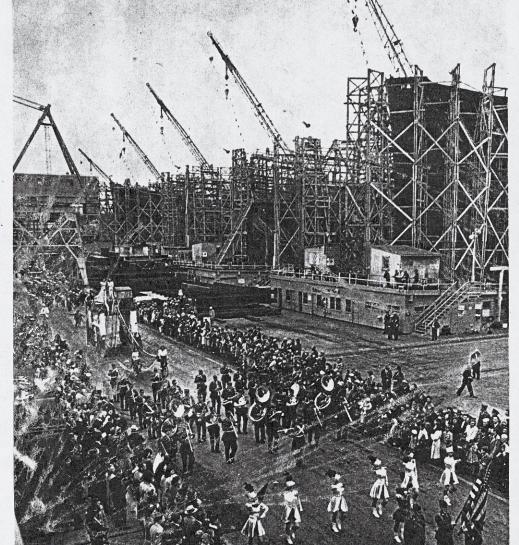
## PRIDE of MARINSHIP!

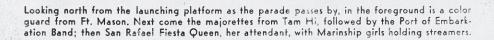
As is traditional with all Marinship-built tankers, our 52nd ship, USS TAMALPAIS, has her bow decorated by Marinship painters. Above picture shows Marinship flag with outline of Mt. Tamalpais in the background.



The USS TAMALPAIS slides into her berth at Marinship's Outfitting Dock where finishing details will complete her.

Then she will be ready to become the flagship of a fleet of sixty-two vessels already launched at Marinship in two years.







Leading the parade is Sid Spearin, P. Hull Assembly Super., grand marshal. K Firth, Transportation Chief, is the driv



Judy and Dennis O'Connell get lollyp tesy of A. McLorg's Ship Construction gang. Their dad is Marinship Labor Co



5 11-11-44

### Launching o





MARIN COUNTY plus Marinship proved a winning combination of Sunday, October 29, when 12,500 worker and friends greeted the Flagship of the Marinship Fleet of Liberty Ships and Tankers.

The launching of the USS TAMAL PAIS—our Flagship—was the main ever of the day. In the presence of high-rankin Army and Navy officers, our own Mr H. B. Anderson, a Marinship Employer for over two years, smashed the charpagne bottle, and amid the roaring whistles and the creaking of chain block the USS TAMALPAIS became the flaship of a fleet of sixty-two vessels alreal aunched by the Sausalito shipyard.

"Without ships of this type the country of the cou

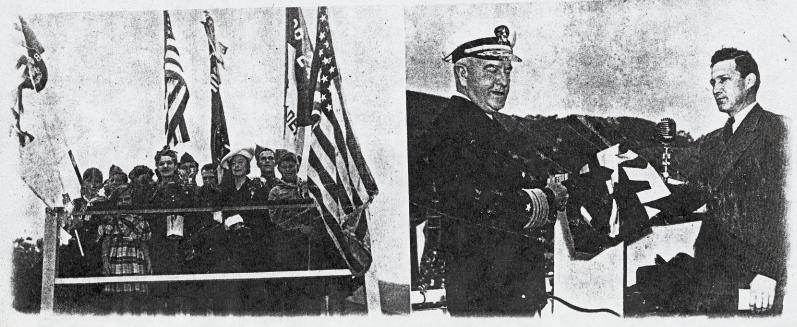
launched by the Sausalito shipyard.

"Without ships of this type the opertions of our great battle fleet would impossible," declared Vice-Admir David W. Bagley, Commander of Western Sea Frontier, as he accepted Marinship flag from the hands of L. Lucas, Hull Supervisor, whose men but the powerful 10,000-horsepower ship. If flag will be placed aboard the Navy of when she is commissioned, denomination as flagship of the Marinship fleet.

### CELEBRATION TOPS FIELD

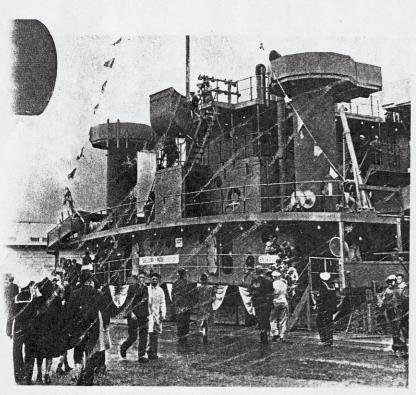
In the annals of launching ceremonat Marinship, the USS TAMALP celebration "topped the field." It was little bigger, a little different, and a lunusual. For instance, for the first in Marinship history, we had a panot a moving picture parade, but a honest-to-goodness parade with over people as well as half a dozen floats various types.

Music was provided for the parade for the launching by the Treasure Leband, under the direction of Speci-William Fitzpatrick, and by the Por-Embarkation band from Fort Ma under the direction of Warrant On A. C. Tilton.



4 11-11-44

86.25 #93A



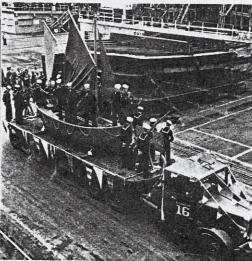
lagship Day visitors inspect a midship deckhouse which is completed and ready for lifting aboard one of our tankers on the way. Deckhouse also houses display of ship adels, parts, midget gantry crane, and other interesting shipbuilding exhibits.



Pretty Audre Burbeck of Mill Valley, queen of the San Rafael Fiesta Days celebration, stands atop a Marinship hyster in Flagship Day parade. Her attendant is Connie Puharich of Sausalito.



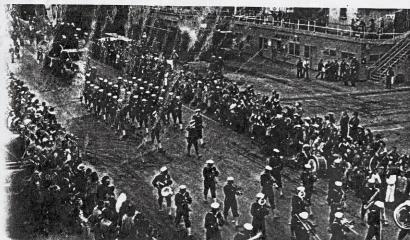
of Marinship's new food units, USS KET-EMAN HILLS, opened to serve the gang adwiches, lunches, hot coffee on Flagship Day.

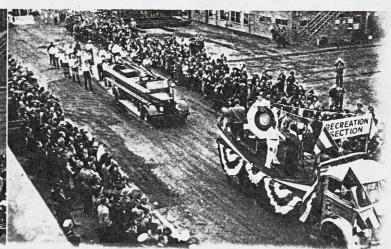


Outstanding float is that of the local Sea Scout troop. Bright red sails furled from one of our tanker life boats are flanked by the tanker guns.



Recruitment section has information booths throughout the yard on Flagship Day. Pictured above is one, manned by information specialists.



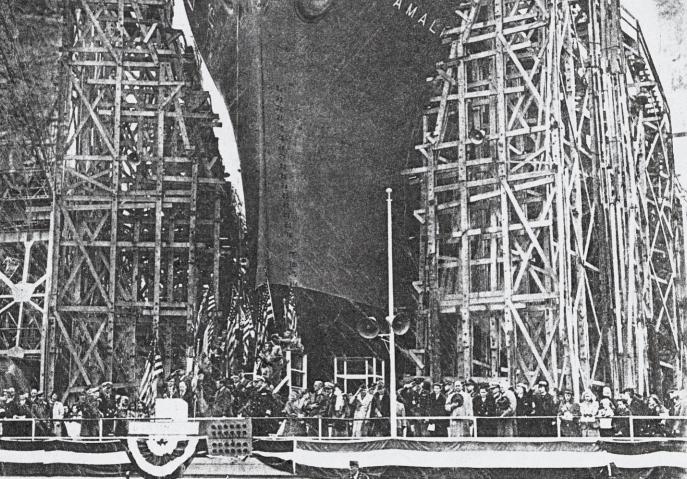


11-11-44

6

86-25 # 93 B

TILL SILLANDO DE LA 1944



Welcome to Marinship on Flagship Day

ISS Tamalpais

In addition to the two service bands, another was directed by Joe Brigandi, a Marinship employee.

The parade, which started at the Administration Building, included three bands; majorettes; floats representing the Marinship War Fathers Club, the Recreation Section, the Queen of the San Rafael Fiesta Days with her Court of Maidens, the Marin County Sea Scouts, and the Marinship Fire Department; and units of Camp Fire Girls, Boy Scouts and Girl Scouts. When the parade was over, the launching was held at Way 5.

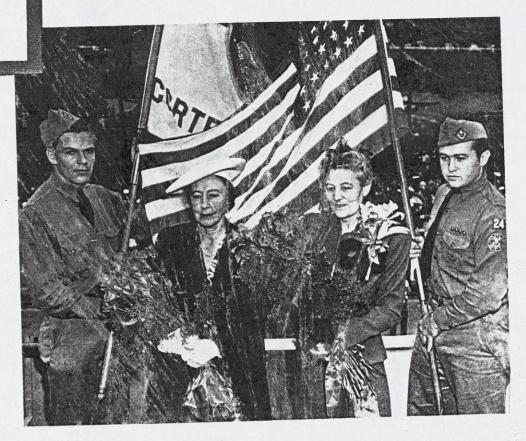
#### OUR 62nd SHIP

Invocation was offered by Captain E. L. Ackiss, USN, Ch. C., District Chaplain, Twelfth Naval District. The flag was raised by the group of Boy Scouts from Troop 1, Mill Valley, under the direction of Scoutmaster Robert Coff. of Scoutmaster Robert Goff.

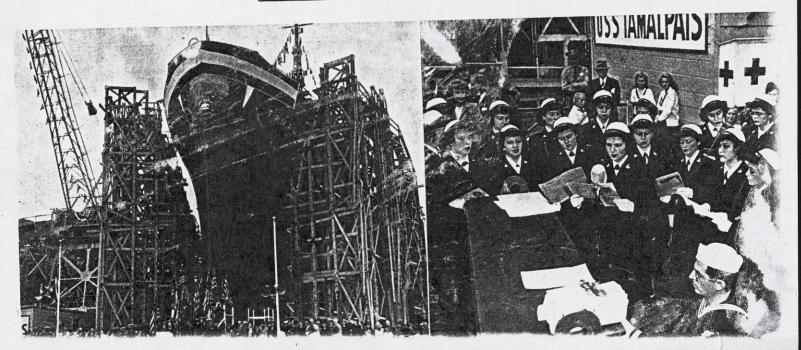
Painted on the bow of the 62nd ship to be launched at Marinship was a painting of the Marinship flag and in the back-ground Mount Tamalpais, the famous green-sloped peak at whose foot our scenic shipyard is located.

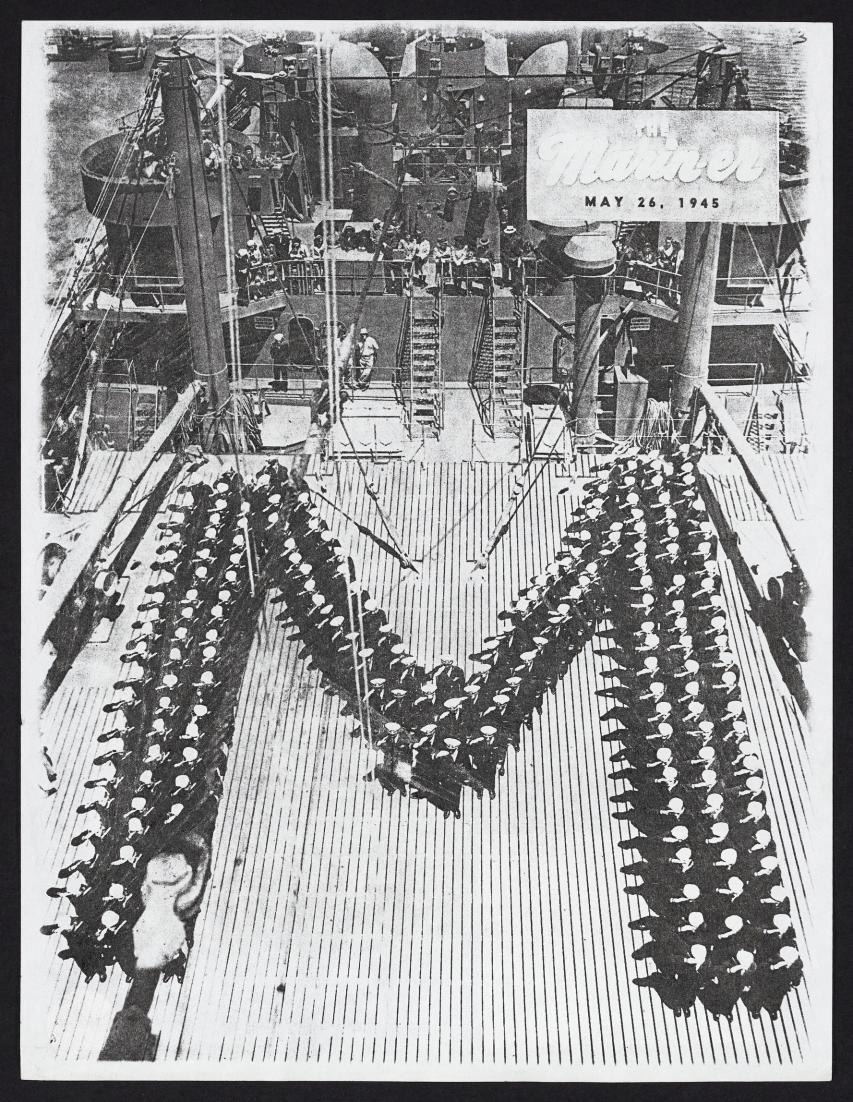
Displays were shown throughout the yard, including one of ship models in a midship deckhouse, completely ready for lifting aboard a ship whose keel was recently laid. Thousands of visitors took the rare opportunity of touring S.S. BUENA VISTA HILLS, a completed merchant tanker moored at our outfitting dock. The War Fathers Club had a show and entertainment for the visitors who waited in line to board the tanker.

The sponsor, Mrs. H. B. Anderson of Marin City, and the Maid of Honor, Miss Else Boye of Mill Valley, both employees of Marinship, were selected through a drawing held among all Marinship workers who are contributing to the Marinship Treasure Chest.



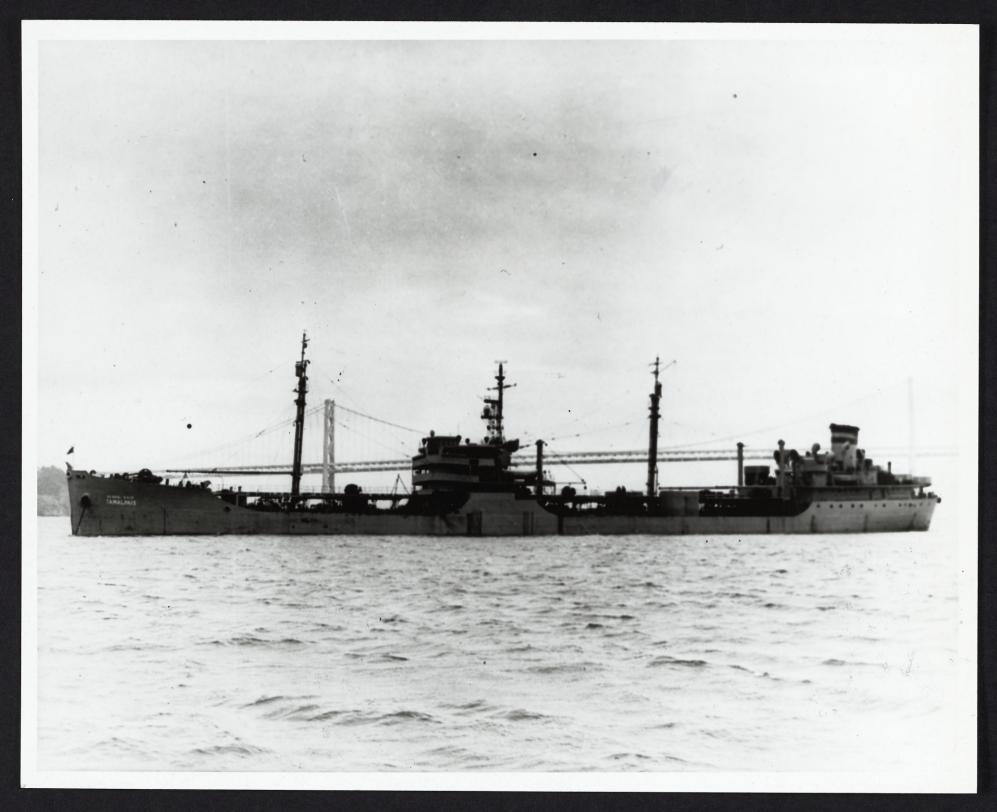






U. S NAVY
COMMISSIONING
USSTAMALPAIS
FLAGSHIP
OF
MARINSHIP
DELIVERY DATE
MAY 20-1945
244 DAYS

86-25



H96 Jamalpias Marinship

4.5. Surrender flect sailed into
Sagami Bay on Aug 27th, 1945

with this great armanda with

8 Marin Ship-Oilers # 80 Excombia

#81 Kennturgo #83 Mas cambia

#85 Pamanset #87 Selec #88 Jomahawk

#95 Camey #96 Jamalpias

Tamalpais TAO-96

86-25 #98

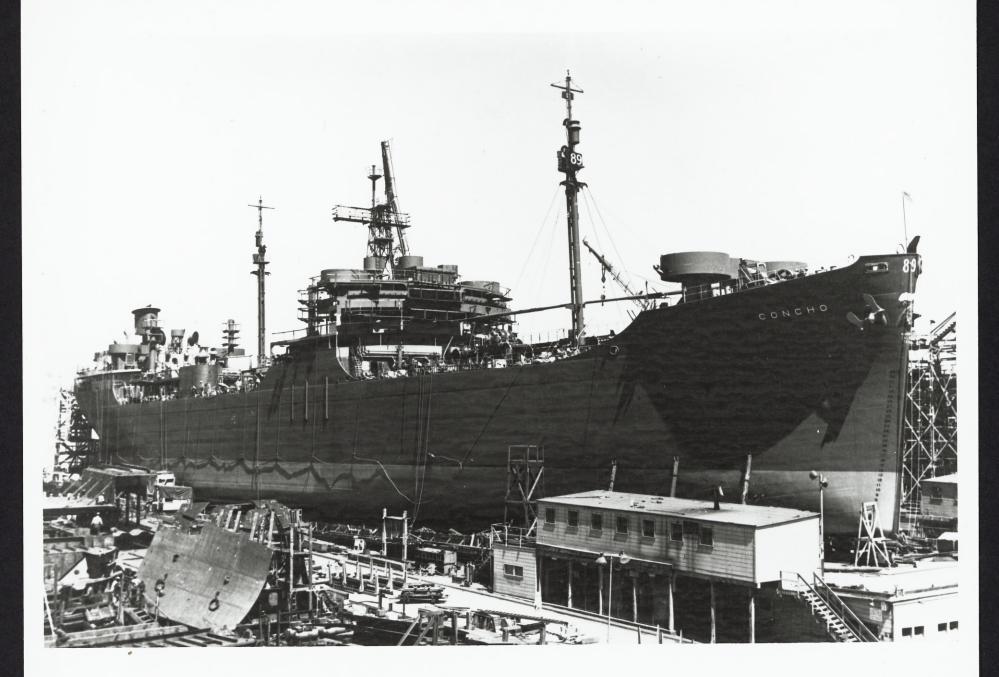


FAMILY DAY Oct 29-44

> 86-25 #99



USS CONCHO, LAUNCHED BY MARINSHIP, JULY 25, 1945



#89 Concho Formerly Mission Senta ana

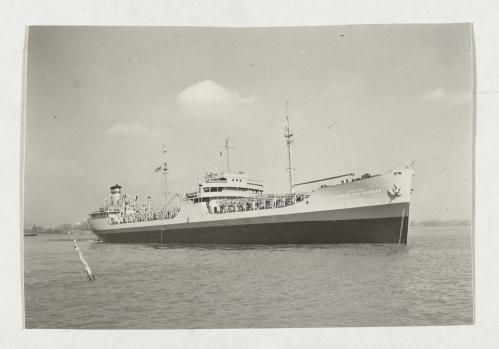


BOW VIEW HULL 89 DOCK D-A, AUGUST 24, 1945



BOW VIEW HULL 89 DOCK C SEPTEMBER 29, 1945 -66 DAYS AFTER LAUNCHING

## # 90 MISSION LOS ANGLES

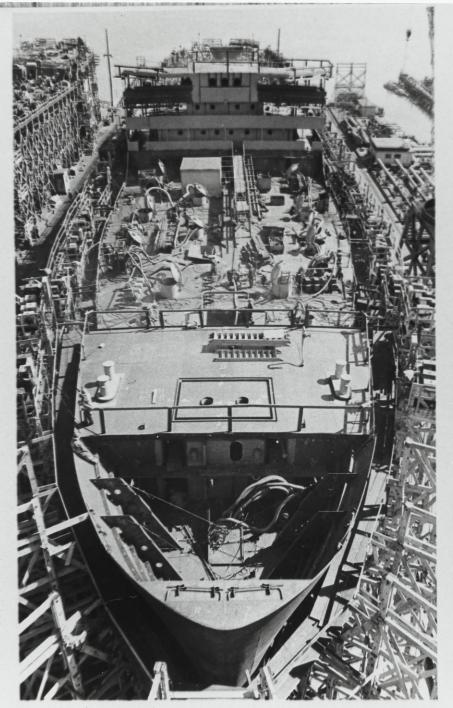




BOW VIEW HULL BO DOCK D, AUGUST 24, 1945 123 DAYS AFTER KEEL



BOW VIEW HULL 90 DOCK D SEPTEMBER 29, 1945 50 DAYS AFTER LAUNCHING.



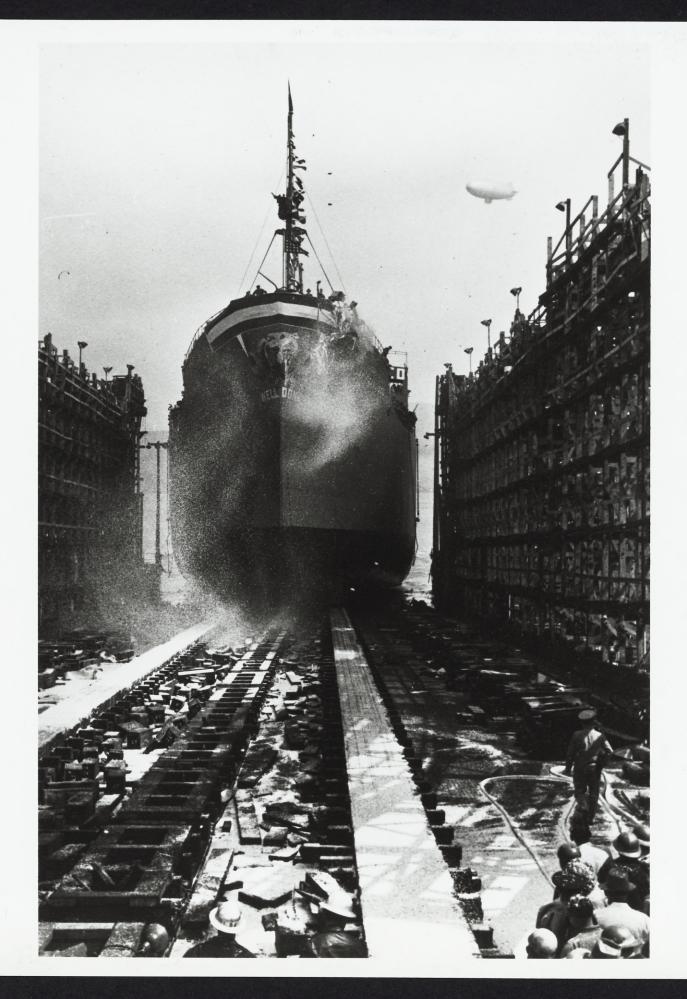
BOW VIEW HULL 91 WAY 6, AUGUST 24, 1945



BOW VIEW HULL 91 DOCK B SEPTEMBER 29, 1945 11 DAYS AFTER LAUNCHING

#91 MISSION SANFRANCISCO
LAUNCHED DELIVERY
SEPT-18- OCT 11-45
159 DAYS

\$6-25 #105



SS MISSION S.F SEPT 18 - 45

80-25-106

NINETY-THIRD LAUNCHING. Marinship's career was climaxed when the Mission San Francisco slid down the ways on September 18, 1945.

DELIVERY OCT 11-45 159 DAYS

86-25 # 106

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V FRANCISCO, 12:00 NOON	IAE	N	OIS	SUN	·s ·	5 24	p jo	Launching
Explained by Eswan Warler, Concest Office Manage					8/10	pos	oa <sub>d</sub>	Supposition
Merch Morestand S. Sevendon, Sponsor	•	•		•		•		Response
MA WASTE	•	•			•		£00	latroduction
Ecochusters Glee Club from Neval Landing Force Equipment Depot at Abeary, Califf, ender direction of Koy F. Senara, SERs.				,				noticeles
Martachip Corporation								
K. K. Securiat, Precident,	•	•	•	٠			•	ed wants
Albert Wess, Yard Superintendent	•	•	۰	•			٠,	ะมีการเกษร์รั
JOHN W. HARDER, Gen. Supr. of Ship Construction								Edwarned!
Carl W. Flesher, sormer Regional Director of Ship Construction, U. S. Maritime Commission		G						silvaen <b>s</b> si
Авыличи Силлир, baritone, весотаравіве by Mas. Силли	•						w.P	"Glory Rose
R. W. Adams, Employee Relations		0						Welcome
De. Lynn Townsens Wentz, Professor Christian Ethice, San Francisco Theological Seminary, San Anselmo	•							nestinocari
. U. S. Mavy Color Gaard	0			•	•		80%	le gaisish
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Master of Ceremonies: Winklan E. Warra, Vice President and Con. Monega:

11:15 A. M., Tuesday, September 18, 1945

**TYDINCHING BEOCKYM** 



Today's launching, which is the 93rd and last at Markaship, comes almost exactly three years after the first launching, which was on Soytember 26, 1942, and less than three and a half years after ground breaking on March 25, 1942.

In the busy wardons menths Marinehly men and women have built a \$17,000,000 shipperd in record time, while shipbuilding went on simultaneously. They have contributed to the national strength 15 Liberty ships, 16 Navy oilers, 24 Hills class tankers and—with today's launching—28 Mission class tankers.

The 78 tankers, for which Marinahip is noted, are \$33 feet long, with a beam of 68 feet and a dreft loaded of 30 feet. They are all-welded, with a raked stem and creiters stem. Not tenancy is 6,107 and deadweight toursage is 16,500. Capacity is about 16,000 barrels. All are built to a super-modern design with turbe-electric propulsion. The Hills class tankers have 8,250 horsepower motors; the Mission class and Navy others have powerful 10,000 hersepower motors. It addition, the offsets have extensive military installations fatting them for use with the fighting fleet.

Marinship vessels have been among the best and most efficiently built in the nation. Marinship's record of 23 days for construction of a tanker from heal leying to delivery is 27 days faster than any other yard. Mounting efficiency has reduced manineers per tanker to less than any other shipyard in Amarica.

Marinehip's contribution to Victory was underlaidly proven when the U.S. surreader flest sailed into Suprasi Bery on August 27. With this great armain were eight Marinehip Navy offers—representing half of the shipe of these class built kero—the USS Escambia, USS Kennebuge, USS Mascutal, USS Paraneset, USS Sobet, USS Tomahawk, USS Caney, and our flegship, the USS Tamalpala.

To every faithful Marinahip worker comes the co-"You have done your part for victory."

" to Marinahip men and women. BOW PAINTING depicts Uncle Sam and the Martnaship bear seying, "Well

SPONGOR of the S.S. Mission San Francisco (Hull 91) is the wife of Marizship payroll supervisor. Mativa of honor is wife of a Marinship welder. Mativa of honor is berself Supervisor of Marinship Duplicating Section. They were chosen in a berwing among all persons employed at Marinship continuously among there. Fifty of Marinship's vessels, including all "fixus." and "lease" in each class, have been sponsored by Marinship workers or their wives.

All Mission tenters—built cuclesively at Marinchip—are nemod for historic Spanish missions of California and the Southwest. Mission San Francisco de Asia, which was constructed in 1856 at a point now 12 miles north of Albuquerque, there its name with the City of San Francisco and with the world-femod bay on which Marinchip is located.

## THE MISSION SAN FRANCISCO

MISS MARION E. BUHMAN Maid of Honor

Мяз. Номакр Г. Снармаи Matron of Honor

MRS. MORELAND S. SEVERSON rosnoge

Total time from lead laying to lameching: 136 days

Keel laid on May 5, 1945

Sausalito, California

MARINSHIP CORPORATION

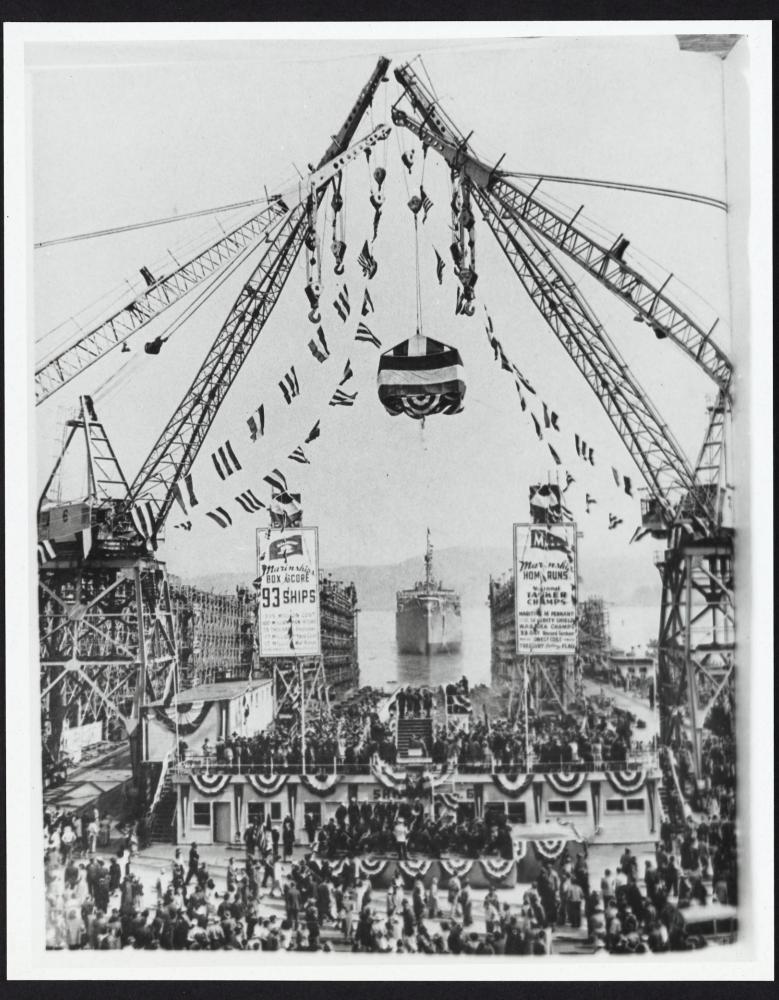
MINELLY-THIND AND LAST SHIP LAUNCHED BY

S.S. MISSION SAN FRANCISCO

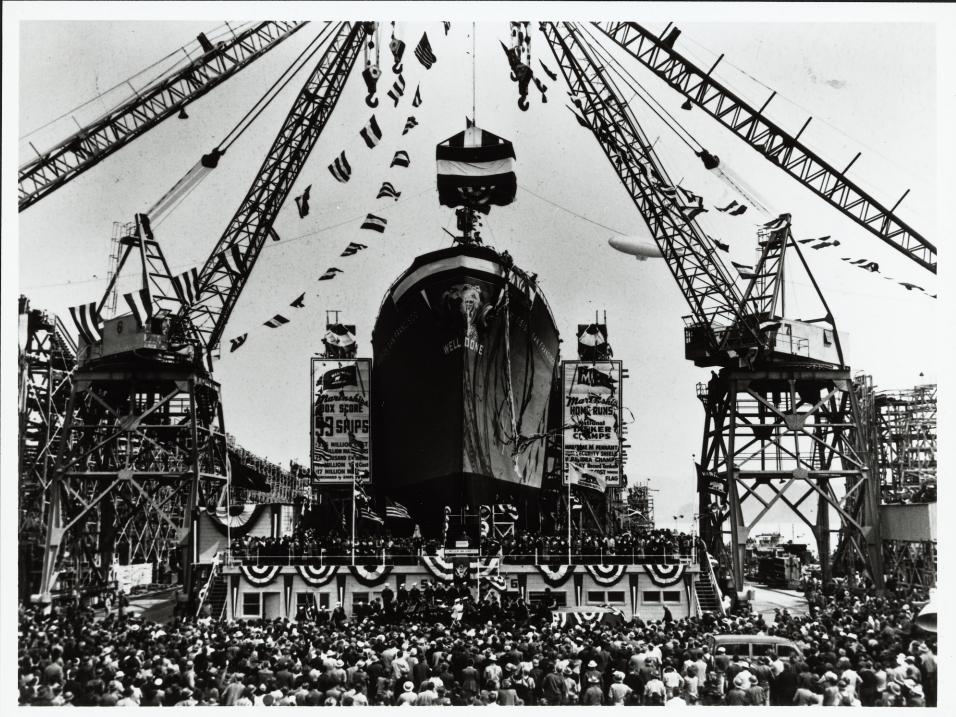
U. S. MARITIME COMMISSION TANKER



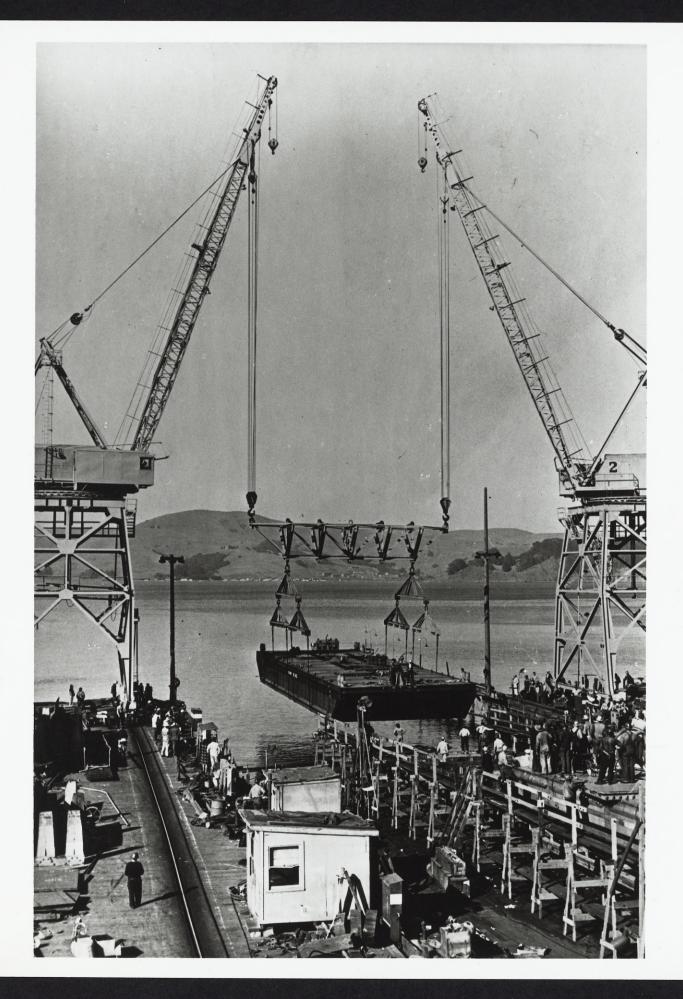
September 18, 1945 MARINSHIP CORPORATION . SAUSALITO . CALIFORNIA



#91 San Francisco Launching Sept. 18, 1945 159 Days



SS MISSION SAN FRANCISCO, LAUNCHED BY MARINSHIP, SEPTEMBER 18, 1945



FIRST WELDED BARGE

ACCONIPLISHED BY THE USE

OF TWO CRANES WITH A BRIDLE

OF TWO CRANES WITH A BRIDLE

IN ACCOMPANYING PHOTO GRAPHS

IN ACCOMPANYING PHOTO GRAPHS

TOTAL WEIGHT WAS 125 TONG



LAUNCHING 6F MARINSHIP FIRST WELDED BARGE

